



TrainingCom

NEWS FOR FLYING TRAINING PROFESSIONALS

Single Pilot Aeroplanes

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Instructors providing training/instruction within the scope of their privileges

There have been several instances where instructors have conducted training for which they do not have the instructor privileges stated in "XII – Ratings, Certificates and Privileges" page of a licence. If training is conducted by an instructor who is not appropriately qualified the Authority will reject the candidate's application. Therefore, it is essential that instructors review their privileges in their licence, particularly having received a new, or replacement licence from the Authority. If any instructor privileges have been omitted, or are incorrect then they should contact one of the FOTI's (formerly known as a Staff FE). For further information relating to instructor privileges refer to Part-FCL, Subpart J – Instructors.

FIE's conducting instructor assessment of competences on instructors with Multi-Engine Instructor privileges

If an FIE is intending to conduct an instructor revalidation/renewal assessment of competence who has multi-engine instructor privileges but the FIE(A) who is conducting the assessment of competence does not have this privilege the FIE(A) must only complete the elements of the assessment of competence that he/she are qualified to examine. In this case a split assessment of competence would be conducted covering the relevant to the instructor's privileges stated in the candidate's licence. The SRG1169 should be completed appropriately but must not sign the instructor candidate's licence. Then the instructor candidate will have to complete the multi-engine instructor element of the assessment of competence with an FIE(A) who is the holder of a current multi-engine instructor qualification utilising the theoretical knowledge questions in UK CAA Standards Document 10A (Guidance for instructors, Instructor Trainer and Authorised Flight Instructor Examiners (FIE) (Aeroplanes) Assessment of Competence for Instructor Certification). On successful completion, the FIE(A) who completed the multi-engine instructor element assessment of competence can now complete the SRG1169 (Examiner's Record – FI(R)/FI/CRI/IRI/FIC Authorisation Test/Check) and sign the instructor candidate's licence if on the front page. Or in the case where the Instructor certificate is on the rear of the licence then it will need to be sent to CAA at Gatwick with the appropriate fee for processing. The FIE (A) may issue an SRG1100A (lasting 8 weeks from the date of the AoC) on successful completion should it be appropriate.

Instructors with a Class 2 Medical

There have been cases of instructors who are validating their licence with a Class 2 Medical Certificate. However, some instructors have then been utilising the LAPL expiry date. This is incorrect and the expiry date of the Class 2 Medical MUST be used. Instructors wishing to exercise the privileges of an Instrument Rating must also ensure that their 'AUDIO Check' is valid.

FI and FE Assessment of Competence

The Assessment of Competence (AoC) for the FI listed at AMC3.FCL.935 and the Examiner Assessment of Competence (EAoC) listed at FCL 1020 are to be conducted as separate events. Given the individual requirements of the separate assessments it is normally possible to conduct both the AoC and EAoC in their entirety on same day. To attempt to do so could lead to a Regulation 6 Appeal by a candidate or scrutiny by the Authority to the appropriateness of the conduct of the assessments.

Aeroplane Skill Tests and Proficiency Checks

Both Skill Tests (ST) and Proficiency Checks (PC) require the candidate to demonstrate a REJECTED TAKE-OFF (RTO). It is insufficient for the examiner conducting the test to just discuss this element. The examiner should include the RTO procedures in the pre-flight briefing and then during the flight the examiners should ideally scenario to introduce the RTO. The candidate should be allowed to demonstrate their practical skills in the detection, diagnosis and performance of the appropriate actions to the point of aircraft evacuation when appropriate.

Note 1: It should be stressed that in a MEP aircraft, this should not be initiated with a simulated engine failure by turning off the fuel or reducing the power levers (Throttles).

Note 2: When conducting any (RTO) safety must always be assured. To mitigate the possibility of a runway excursion runway length and width, stopping distance and lateral control must always be taken into consideration.

RAIM Prediction with Non-SBAS GNSS Units

Although most aircraft being used for GNSS approaches these days are WAAS equipped. There are still aircraft which have the earlier versions of GPS and therefore NON-SBAS equipped. Examiners and instructors should be aware that in the case of NON-SBAS equipped aircraft when conducting a RAIM check it must be completed using the internet web address www.augur.eurocontrol.int.

Instrument Approach Procedures

When any phase of an instrument approach procedure (including the missed approach) is referenced to a ground aid(s), it is a fundamental requirement that these aids must be tuned and identified prior to the applicable stage of the procedure. GPS waypoints are not an acceptable substitute.

To use a common example: the missed approach procedure for several RNAV(GNSS) approaches at UK airports (e.g. Cambridge, Gloucester) terminates at an NDB. Even though the approach itself is flown using GPS and the NDB position will undoubtedly be included in the NAV database as a waypoint, ADF must be carried and used – in this example – as the primary reference for this part of the missed approach. Indeed, for the two example airfields given, the RNAV(GNSS) approach charts state that the pilot must convert to conventional navigation at a specified point in the MAProc.

Another example would be flying an 'overlay' 2D approach procedure (e.g. NDB/DME) using GPS lateral navigation. Here too, ADF and DME must be tuned and monitored. It may be easy to disregard the requirement to receive and use the relevant ground aid(s); however, ATOs, instructors and examiners must set an example and resist the temptation to do this. To do otherwise would set a negative example.

It is perfectly acceptable to use GPS within its certificated limitations and subject to the constraints of training syllabi and flight tests, but it must be remembered that the ground aid on which a procedure is based is always the primary reference.

Finally, it is not acceptable on a flight test (e.g. IRT), or at any other time, to depart without a requisite aid with the intention of requesting a non-standard procedure from ATC. For various reasons, this may not be forthcoming, and a pilot should always be prepared to fly the published procedure.

Supervision of Flight Instructor (Restricted)

'FCL.910.FI FI – Restricted privileges' states that an FI shall have his or her privileges limited to conducting flight instruction under the supervision of an FI for the same category of aircraft nominated by the DTO or the ATO for this purpose'. It then lists the limitations imposed upon the FI(R) and the requirements for the removal of the restriction for each aircraft category.

As there is not an Acceptable Means of Compliance published in Part FCL on how this supervision is to be undertaken it is incumbent on the DTO/ATO to undertake a formal risk assessment for this activity. The relevant training manuals should then state the staff training procedures to be employed to ensure that an appropriate range of training exercises and supervised solos are undertaken by the FI(R) and the organisations procedures employed for the supervision of the FI(R). These procedures should consider how the supervising FI will oversee the brief, out-brief, debrief of the student as well as the FI(R)'s TEM and decision making with regards to the suitability, scope (and any limitations) of the chosen exercise(s).

(Note: ANO 2016 has similar regulations for the UK National Licences however states that the flight instructor certificate (restricted) (gyroplanes) requires the supervision of a person present during the take-off and landing at the aerodrome at which the instruction is to begin and end; and must hold a pilot's licence endorsed with a flight instructor certificate entitling the holder to instruct on an aircraft of the same type or class as the aircraft on which instruction is being given).

Who can sign the SEP Class Rating Revalidation by Experience?

There has been some recent misunderstanding over who can sign for Class Rating Revalidation by Experience for Class Ratings within UK-issued EASA and national (non-EASA) licences. As per previous CAA guidance in TRAININGCOM Winter 2015/2016, instructors with FCL.945 privileges may only sign for revalidation of a class rating for which they have conducted training towards the required 'one hour with an

instructor'. Where they have not flown with the applicant, and for any other class ratings, examiner privileges must be held.

Revalidation by Experience of SEP and TMG Class Ratings in UK-issued EASA licences may be carried out by the holder of any UK-issued EASA examiner certificate, who may complete the revalidation process and sign for revalidation of the class rating where the applicant demonstrates that the relevant requirements have been met. See Table 4C in the Flight Examiner's Handbook. For licences issued by other EASA member states, examiners should consult the EASA Examiner Differences Document (EDD) available on the EASA website.

For Revalidation by Experience of Class Ratings in UK-issued national licences, including the NPPL, the holder of a UK-issued EASA examiner certificate or the holder of a UK CAA Revalidation Examiner authorisation may complete the revalidation process. Revalidation Examiner authorisations are still issued by the UK CAA and are a national privilege allowing holders to complete revalidation by experience for class ratings within national licences. Examiners must check that applicants meet all of the relevant class rating revalidation requirements before signing the applicant's licence.

For holders of EASA examiner certificates or Revalidation Examiner authorisations, where revalidation by experience is being completed there is no requirement for the examiner to hold or have held the relevant class rating since the examiner is completing an administrative process on behalf of the UK CAA. However, the examiner must have gained a thorough understanding of the relevant regulations and associated administrative process. Revalidation Examiners may have limitations specified within their authorisation stating which class ratings they are permitted to sign. Should the examiner be in any doubt about the revalidation requirements, further guidance should be sought from a Senior Examiner or CAA Flight Operations Training Inspector before completing the revalidation process.

Revalidation of SEP Aeroplane and TMG Class Ratings by Experience

Revalidation of class and type ratings must normally take place within 3 months of expiry for the new validity period to start from the current expiry date.

The one exception is when an SEP Aeroplane or TMG Class Rating is revalidated by experience in accordance with FCL.740.A (b)(1)(ii). All the requisite experience must be gained within 12 months of the expiry date of the rating, and as soon as this has happened a Certificate of Revalidation can be entered in the licence by an authorised person (i.e. instructor holding FCL.945 privileges or examiner). This revalidation could therefore occur 11 months or more before expiry.

Example:

- SEP rating expiry date 30/09/2020.
- 12 hours flying including 1 hour refresher flight with instructor completed between 01/10/2019 and 05/10/2019.
- New Certificate of Revalidation entered in licence on 06/10/2019. Expiry date 30/09/2022.

Remember to complete SRG1157 or SRG1119E and send to the CAA.

Introduction to Upset Prevent and Recovery Training

To help reduce the occurrence of loss-of-control-in-flight (LOC-I) incidents, new EU regulations introducing requirements to carry out Upset Prevention and Recovery Training (UPRT) will come into effect on 20th December 2019.

As part of these requirements, a new Advanced UPRT course – aeroplanes (FCL.745.A) and a new UPRT Instructor course (FCL.915(e)) will be introduced. Each course must be delivered by suitably experienced and trained aeroplane Flight Instructors at Approved Training Organisations. Each ATO looking to deliver either or both courses will need to get prior approval from the CAA by applying to have them added to their ATO Approval Certificate. Applications will need to be accompanied by specific Training Manuals for CAA evaluation and acceptance.

Although approval for the new UPRT courses cannot be provided before 20th December 2019, if the theoretical knowledge and flying training described in their respective Training Manuals meets the requirements of the currently published regulations, any required training delivered in compliance with those Training Manuals before 20th December 2019 will be credited in applications for the necessary additions to licences, certificates and ratings as they may apply after 20th December 2019. Any required training delivered after 20th December 2019 must be at an ATO holding the corresponding course approval.

Further information about certification requirements for first instructors of UPRT Instructor courses will become available soon.

Useful links

- GASCo: <https://www.gasco.org.uk>
- Skyway code: <https://caa.co.uk/General-aviation/Safety-information/The-Skyway-Code/>
- Safety sense leaflets: www.caa.co.uk/safetysense
- Airspace & Safety: <https://airspace-safety.com/>
- Clued up: <http://publicapps.caa.co.uk/docs/33/CluedupSummer19.pdf>