

# TrainingCom: Summer 2021

News and advice for flying training professionals

*News, knowledge, good practice and standardisation.*

## **ORS4 No.1466 – Title: Temporary Flight Crew Certificate Validity.**

This states that all temporary certificates issued under UK Part-ARA FCL.215(d) **from 1<sup>st</sup> June 2021** must revert to the standard 8 weeks validity and cannot be used for the initial issue of a licence. Examiners, please ensure that you use the new form SRG1100 (Issue 6) and SRG1100A (Issue 3) available from 1 June 2021.

ORS4 No.1469 – Title: Holders of Part-FCL Instructor and/or Examiner privileges issued by EASA Member States to Former UK Part-FCL Instructors and/or Examiners after 31<sup>st</sup> December 2020.

This is a recently issued ORS4 (Miscellaneous) which relates to instructors and examiners who did not obtain their EASA issued licences/certificates before 31 December 2020, due to COVID-19 infection and associated restrictions affecting EASA Members States in processing time. This Exemption valid until 31<sup>st</sup> July 2021 and is aimed to assist the UK training industry in the interim. (Refer to [www.caa.co.uk](http://www.caa.co.uk) for further information).

## **ORS4 No.1470 – Title: Holders of Part-FCL Flight Instructor Examiner privileges issued by EASA Member States to Former UK Part-FCL Flight Instructor Examiners after 31 December 2020.**

This is another recently issued ORS4 (Miscellaneous) which relates to a number of Flight Instructor Examiner who did not obtain their EASA issued licences/certificates before 31 December 2020, due to COVID-19 infection and associated restrictions affecting EASA Members States in processing time. This Exemption is valid until 31<sup>st</sup> July 2021 aimed to assist the UK training industry in the interim. (Refer to [www.caa.co.uk](http://www.caa.co.uk) for further information).

## **ORS4 No.1477 - (UK) Standardised European Rules of the Air - Visual Flight Rules (VFR) and Special VFR Flight at Night.**

This describes general permissions for Night VFR and Night SVFR flight in accordance with (UK) SERA.

## **ORS4 No.1479 – Title: (UK) Standardised European Rules of the Air – Exceptions to the Minimum Height Requirements.**

This describes general permissions and authorisations, permitting and authorising exceptions from the minimum height requirements.

## **ORS4 No. 1495 – Title: Holders of Part-FCL Flight Instructor Examiner privileges issued by EASA Member States to Former UK Part-FCL Flight Instructor Examiners after 31 December 2020.**

This is another recently issued ORS4 (Miscellaneous) which relates to both ORS4 No.1469 &1470 earlier this year, which are due to expire on 31<sup>st</sup> July 2021. These have now been combined into this ORS4 which may be viewed at: <https://publicapps.caa.co.uk/docs/33/ORS4No.1495%20.pdf>.

## **PBN Endorsement.**

The CAA has published CAP2138, the purpose of which is to provide guidance to all Instrument Rating Holders, ATOs and Examiners on the requirements, from 26 April 2021, regarding PBN privileges. This also includes guidance for IMC / IR(R) holders and may be viewed at the following link:

[https://publicapps.caa.co.uk/docs/33/Performance%20Based%20Navigation%20Endorsement%20\(CAP2138\).pdf](https://publicapps.caa.co.uk/docs/33/Performance%20Based%20Navigation%20Endorsement%20(CAP2138).pdf).

## **Single Pilot Email Address**

The *Singlepilotexaminerreport@caa.co.uk* email address is no longer needed or in use. The inbox is presently being monitored just in case any emails were not forwarded on to the correct emails. However, in future could all examiner related emails be sent to [examiners@caa.co.uk](mailto:examiners@caa.co.uk) and any pilot related emails, such as examiner report forms, be sent to [licenceapplications@caa.co.uk](mailto:licenceapplications@caa.co.uk) or [FCLWEB@caa.co.uk](mailto:FCLWEB@caa.co.uk).

## **The new Examiners Certificate**

In mid-2019 the CAA started to issue a new version of the examiner's certificate to enable a Single Pilot Aeroplanes Senior Examiners (Aeroplanes) (SPA SE(A)) to sign the examiner's certificate in the field on completion of the applicant meeting the FCL.1025 - Revalidation or Renewal requirements.

The main difference between the old and new examiner's certificate is the addition of a signature block and therefore, if the examiner has the old version of the examiners certificate the Senior Examiner conducting the revalidation/renewal **CANNOT** sign it and will need to be processed by the authority. In this case the SPA SE conducting to assessment of competence will need to send the TS10/SRG1845 report to [examiners@caa.co.uk](mailto:examiners@caa.co.uk) and can issue the examiner with a Temporary Certificate SRG1100A.

If the candidate has the new version of the examiner certificate which includes a signature block the SE(A) can sign the examiner's certificate having successfully met the requirements stated in FCL.1025 – Revalidation and renewal, and the TS10/SRG1845 will still need to be completed on completion of the EAoC and sent to [examiners@caa.co.uk](mailto:examiners@caa.co.uk).

## **Update: Test, checks and assessments of competence by EASA and UK examiners from 1 January 2021.**

Examiners who hold an examiner's certificate issued by the UK CAA may continue to conduct Skills Tests, Proficiency Checks and/or Assessments of Competence for UK licence holders ONLY. If you are asked to conduct a Skill Test, Proficiency Check and/or Assessment of Competence for a non-UK licence holder, examiners should contact the State of Licence prior to conducting and obtaining confirmation that the result would be acceptable.

EASA State NAAs may issue UK examiners with FCL.1000(c) certificates allowing them to conduct assessments, tests and checks on EASA licence holders. Before carrying out tests on such applicants, examiners should confirm with the appropriate issuing NAA and/or the NAA of the applicant that their certificate will allow them to carry out the test. NAA test procedures must be followed. Holders of FCL.1000(c) certificates will need to comply with the revalidation/renewal standardisation processes of the issuing NAA, which may require an EAoC with a NAA examiner and a refresher seminar held in the NAA state.

EASA Part-FCL/BFCL/SFCL Examiners who hold an examiner certificate issued by an EASA member state will be able to continue to undertake Skill Test, Proficiency Checks and/or Assessments of Competence, for the period of its validity up to a maximum of two years in accordance with the EU (Withdrawal) Agreement Act 2018).

**NB: The examiner certificate must have been issued prior to 31 December 2020 and test notification requirements have been met. The UK CAA will be unable to accept respective test notification. Source: [www.caa.co.uk](http://www.caa.co.uk).**

## **Completion of SRG 2128 (Examiner Report Forms) for Licensing Skill Tests:**

There have been instances where examiners are not completing SRG2128, Sections 6 (f) and (g). These test items integrate the class rating items for the appropriate aircraft into the skills test and must be included and the form completed in the appropriate manner. For further guidance refer to the UK CAA FEH.

## **Checking of Licences by instructors conducting instructional or acting as a safety pilot.**

There have been recent MOR cases where due to lack of currency pilots have asked instructors to act in the capacity of safety pilot. However, they have allowed the pilot to infringe controlled airspace without intervening in the appropriate manner. Although the pilot is PIC the instructor has a 'duty of care' to prevent safety issues occurring during the flight and this is where a TEM

discussion between those involved prior to the flight is invaluable and avoids any misunderstandings. Also, before conducting any flight with a licence holder, it is strongly recommended that you inspect the licence and ensure that it has been signed and all entries are current, and any deficiencies are pointed out to the pilot concerned and appropriate advice given. This will also act as a 'last look check' to ensure that operating responsibilities are established in the event of lapsed ratings or medicals.

## **Instructor and examiner revalidation and renewal requirements.**

Before signing an instructor's Certificate of Revalidation, the FIE must ensure that the instructor concerned has met ALL of the revalidation/renewal requirements stated in FCL.940. If a seminar is a requirement for the revalidation or renewal process, then the FIE must ensure that they see evidence of attendance at an appropriate refresher training seminar before signing the licence Certificate of Revalidation.

## **Instructor Assessment of Competences ... "Calling all FIE's!"**

As mentioned previously, before the introduction of EASA, the CAA staff examiners held an annual seminar for IRE's, FE CPL and FIE. The Chief Flight Examiner (when the position existed) would announce a subject to be included in the instructor flight test (now the assessment of competence) whether it was for an initial, revalidation or renewal of an instructor rating (now certificate). As part of the authority's oversight programme, the present three staff flight examiners would like to re-introduce this, and would encourage the Flight Instructor Examiners when conducting these assessments of competences to include the following subjects either as part of the natural pre-flight planning process and/or by going into greater depth making use of the TK questions from UK CAA Standards Document 10(a).

The subject(s) will be reviewed each year and announced in the Spring version of TRAININGCOM to coincide with the start of the main flying season. The subject(s) for 2021 are to include: Threat and Error Management appropriately, and:

- **Pre-flight planning with the emphasis on aeroplane performance.** Focusing on both the theory and practical aspects. Also include the understanding of content and applicability of NOTAMs and methods of conducting a pre-flight NOTAM brief using regulated Aeronautical Information.
- **DR Navigation Techniques.** Focusing on the 'HOW' as well as the 'WHAT' the instructor teaches 'DR Navigation' to their student(s) using recognised methods, including methods of correcting errors
- **Use of Moving Map Displays (where appropriate)**
- **Procedures when operating within an Aerodrome Traffic Zone.** (There have been several infringements and misunderstandings of the requirements of Rule 11 of the UK Rules of the Air Regulations 2015).

## **Instructor Assessment of Competence – Re-Introduction of SRG1169, Section 4.**

With the introduction of the EU Regulation in September 2012 “Section 4: Mandatory Exercises and other exercises at Examiner’s discretion” was no longer mandatory, although the FIE(A)’s were asked by the UK CAA to include this section when conducting instructor assessments of competence. However, to ensure standardisation of FIE’s whilst conducting instructor AoC’s it is strongly recommended that Section 4 and in particular 4b which is the safety module is included during all future instructor assessments of competence.

Besides the standardisation issues the justification for this is that many of the items in this section are still very relevant. However, remember 4a (spinning) is normally only included during initial FI(A) and FICI(A) assessments of competence and not required during initial CRI(A) assessments of competence.

For guidance to all FIE(A)’s it is suggested that the safety module include one of the following: Airspace Awareness, Weather Appreciation, Flight in Poor Visibility, Calculation and Application of Safety Altitude, NOTAM’s, Stall Spin Awareness, again incorporating threat and error management.

## **Combining SEP Class Rating revalidation/renewal with instructor or examiner assessments of competence.**

There have been several cases of examiners combining SEP Class Rating renewal/revalidations whilst conducting Instructor assessment of competences. This is not good practice and could cause many issues which could potentially result in a Regulation 6 Appeal procedure. Therefore, the SEP CR renewal/revalidation and assessments of competence are to be conducted as separate flights following an appropriate briefing by the examiner concerned.

## **FCL.945 Instructor Certificate privileges.**

Instructors whose certificates include FCL.945 privileges may only exercise such privileges if specifically authorised for that purpose by the competent authority responsible for the applicant’s licence. This means that an instructor who has changed his/her state of licence issue (‘SOLI’) to an EASA Member State other than the UK may NOT sign Certificates of Revalidation in Part-FCL licence issued by the UK CAA. Also, a Flight Examiner who has SOLI’d to a non-UK EASA MS may only conduct revalidations by Proficiency Check for pilots holding UK-issued Part-FCL licences, not ‘by experience’ and they must also comply with the relevant requirements of the EASA Examiner Difference document.

## **Use of VFR Navigation Chart.**

Although Part-NCO does not specify that a paper VFR navigational chart should be used for any intended flight there are situations where electronic devices are not always reliable and therefore, from a threat and error viewpoint, to mitigate the various problems associated with electronic devices, a paper VFR chart should be readily available. It is also essential that examiners and

instructors ensure that, during the pre-flight stage of any flight and during local area and navigational flights, a paper VFR Chart must be used to allow traditional planning and route study to take place. The use of electronic devices containing APP's, such as, Sky Demon, should be used as a backup, or 'how goes it' and not used as the primary source of navigation.

## **Infringement of Class D – Birmingham Control Area.**

The Airspace and Safety Initiative has published a new Occurrence Report, which may be viewed at <https://airspacesafety.com/updates/>. This describes infringement of the Birmingham CTA by a student pilot during a solo cross-country flight.

## **New Pre-Flight Planning Guidance (SW2021/102).**

The second set of guidance from the Airspace Infringement Working Group is now available on the Airspace & Safety Initiative website. The new content covers route planning and preparation with two views of threat and error management in action – looking at planning not to infringe and to consider weather issues. Refer to: <https://airspacesafety.com/pre-flight-planning/>.

## **New CAP1535: The Skyway Code.**

The CAA has just released an updated edition of our guide to private flying rules, regulations and best practice. Refer to [www.caa.co.uk/skywaycode](http://www.caa.co.uk/skywaycode). This is an excellent document which valuable to students, pilots and instructors. Could all instructors ensure that their students and pilots in their ATO's/DTO's are made aware of this document. An ideal time to highlight this document to pilots is during the 'Refresher training flight with an instructor'.

## **CAA Clued Up: Weight (Mass) and Balance.**

Is available on the CAA Website as CAP 2097 and downloadable. Useful to all pilots, and instructors should refer to this document with their students and when conducting 'Refresher Flight' to revalidate a pilots SEP CR.

## **Clued Up Update: GPS Approaches.**

Due to the UK having failed to negotiate continued membership of the European EGNOS and Galileo programmes after leaving the EU, LPV approaches which require EGNOS are no longer approved for use in UK airspace. The latest edition of Clued Up explains the situation very clearly and may be viewed at the following link: [https://publicapps.caa.co.uk/docs/33/EGNOS\\_V4.pdf](https://publicapps.caa.co.uk/docs/33/EGNOS_V4.pdf)

However, aerodromes in the Crown Dependencies of Jersey and Guernsey and Alderney may still include LPV approaches as they have separate arrangements for EGNOS access, as do aerodromes in the Republic of Ireland.



## RNP Approach Availability during the Initial IR Skill Test

UK Part-FCL requires that an RNP approach be flown on every instrument rating test or check. However, it is recognised that there are reasons that may preclude this from happening, for example:

- Onboard equipment unserviceability;
- RAIM outage or similar affecting planned destination;
- ATC contingency preventing planned approach from being flown;
- Non-availability of an RNP approach within a reasonable distance of departure airfield.

The IR skill test should be normally be planned with the expectation of being able to fly an RNP approach

during the test, and every effort should be made to achieve this. If, on the day, circumstances mean that an

RNP approach is not available, the test may go ahead, and 2 approaches using terrestrial aids (NDB, VOR,

ILS) should be flown. The SRG 2131 should be annotated by the examiner to indicate that the test is incomplete.

The IR skill test can subsequently be completed to include PBN privileges following a successful test in an SP aeroplane, FFS or FNPT2 with an IRE within 30 days of the original test, during which an RNP approach is flown to either go around or land. In this case, a new form SRG 2131 should be completed, marked to indicate that it is for the completion of the original incomplete test and submitted to the Authority. The expiry date of the IR will be calculated from the date that the RNP approach is flown.

If 2 approaches using terrestrial aids are flown on an initial IR skill test, then consideration must be given to the consequences of a failure of one of those approaches or of the RNP approach.

- If one of the approaches using terrestrial aids was unsatisfactory, then the applicant has gained a partial pass. The retest could comprise an RNP approach (2D or 3D as appropriate) in order to gain PBN privileges but, in this case, it must be flown in an aeroplane. If the retest comprises a terrestrial approach, then the requirement to fly an RNP approach in an aeroplane, FSTD or FFS must also be satisfied.
- If the 2 approaches using terrestrial aids have been flown satisfactorily, but the subsequent RNP approach was unsatisfactory then the applicant has gained a partial pass. The retest must comprise an RNP approach and should be flown in an aeroplane unless no RNP approaches are available.

If 2 sections of the initial test are failed, then the applicant moves to the Second Series.

If one section of the initial test and the RNP approach are failed, then the applicant moves to the Second Series.

Any test for the initial award of PBN privileges must also comply with the requirements of CAP 2138.

### **Use of Practice PAN.**

As part of anyone's pilot training, all instructors should incorporate the use of the "Practise Pan" or "Training Fix" procedures with D & D on 121.50 Mhz. They welcome both of these, but before making the call, ensure you listen out on the frequency initially before demonstrating to your student the procedure. For further information of the procedure refer to the latest version of the UK CAA Skyway Code and CAP413. This will then give your students the confidence to call D & D in the event of an actual emergency situation.

This again would also be an ideal item to include during the "refresher training of at least one hour ..." with an instructor as part of the SEP CR revalidation requirements. Both aircrew and ATC alike are encouraged to visit them down in Swanwick. Their contact email is [d&d.mil@nats.co.uk](mailto:d&d.mil@nats.co.uk)

**Remember, they are there to help you!**