



Spring 2020

News and advice for the training professional - knowledge, best practice and standardisation

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COVID-19 – AEROPLANE ATO & DTO Guidance

This TrainingCom comes to you at what we know to be an unprecedented time for UK flight training organisations. The government's extension of the Covid-19 lockdown has meant that, in line with the DfT guidance, training organisations have continued to cease all non-essential operations with some staff being furloughed and several airfields remaining closed.

During the lockdown period CAA staff, in accordance with the government guidelines, continue to work from home. However, we all remain fully operational and available either via e-mail or telephone for assistance to you during these very challenging times. For further information and guidance refer to Appendix 1.

COVID-19 - Extension of validity periods for Licences, Ratings and Certificates – ORS4 No.1374

We have recently released further alleviation measures to deal with the extension of validity for EASA licences, ratings, privileges, endorsements, certificates of aeroplane and helicopter pilots, instructors and examiners. This may be viewed at [ORS4 1327](#). However, it is quite an extensive document and you are advised to read it carefully, particularly the notes on p4 of the document. If you have a rating etc, which is currently valid, but will expire before 31 October, it may be extended until 22 November 2020 provided that the conditions stated in the document are observed. Things to note:

- Extensions to instrument and type/class ratings require a briefing from a suitably qualified instructor but then require admin action by an examiner (except for SEP/TMG where a FCL.945 instructor can do it all). This can be done remotely via, say, Skype.
- There's no indication of how the instructor communicates to an examiner that the briefing has been done so both the briefing and the admin action is most likely to be done by the same examiner.
- On completion of the briefing, the admin action can be carried out in one of 2 ways:

Note 4(a). The examiner completes an entry in the pilot's licence certificate of revalidation - that needs the actual licence

- Note (d). The examiner uses the new Issue 1 SRG1100F remotely (see link below). The instructor or examiner shall provide the pilot with a Temporary Certificate Extending Validity of Licence Privileges using Form SRG 1100F. This may be done electronically or by post and the pilot shall carry a hard copy of the temporary certificate with their licence. Another valid way would be to use one of the Certificate of Revalidation extension pages should you have a blank copy available, completed as per 4(a) and mailed to the pilot.
- The advantage of Note 4(d) action is that the CAA gets notified, whereas there's no mechanism to notify them if Note 4a is used.
- As far as instructors and examiners are concerned, the extension is not dependent on any sort of briefing, neither is it stated what sort of examiner can do this. As it's just an administrative action, it could be done by any examiner although, it would be preferable to consult an FIE or SE as applicable.
- For medicals, it's even more straightforward – you just need to carry a copy of the ORS4 in your licence.

NB: Extensions to any licence, rating, endorsement or certificate MUST be conducted by those persons with the authority to do so.

NB: On-Track Aviation Limited have provided the following link for a webinar held recently to explain the details of both ORS4 1374 and 1378: <https://www.ontrackaviation.com/covid19 UKCAA updates.html>

Flight Examiners Handbook (FEH) Update

With the assistance of industry, the authority has amended the 2016 version of the FEH and has included the recent changes of the Aircrew Regulation. Any future changes will be promulgated in the normal way and will then be implemented into the next version of the FEH.

New UK CAA Examiner Certificates

We have recently implemented a new certificate for examiners which includes a sign off block for Senior Examiners having completed revalidations or renewals in accordance with examiner privileges. It is important that senior examiners DO NOT sign the certificate unless it is the new certificate with the signature block. If a candidate presents SE's with the old examiners certificate, then the normal process will be taken to issue the new certificate and an SRG1100A can be issued where appropriate.

It is also important when completing the new examiners certificate that the privileges are completed in full and the statement "As Above" must not be entered as this could be open to misunderstandings and the date should be entered in full for 2020 and not abbreviated (e.g.: 20/2/20 written as 20/02/2020).

Recent changes to Part-FCL.1005 - Recommendation for Test

The requirements of FCL.1005 (a)(2) have been removed. Examiners can now recommend and test for the Skill Test or AoC, if they are Head of Training or person responsible for the training. FCL.1005 is replaced by the following: 'FCL.1005 Limitation of privileges in case of vested interests

Examiners shall not conduct:

- (a) skill tests or assessments of competence of applicants for the issue of a licence, rating or certificate to whom they have provided more than 25 % of the required flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; and
- (b) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.'

NB: This does not apply to national aircraft/licences as this is not stated in the Air Navigation Order and Regulation.

Completion of SRG 2127, 2128 and 2130 (Examiner Report Forms) for Licensing Skill Tests

There have been instances where examiners are not completing Section 6 (f) and (g) which require completion for the class rating regardless of being Multi-Engine (Land) or Single-Engine Piston (Land) Class Ratings. In the case of Section 6 (f) any systems that are not appropriate then "N/A" as required should be entered. Section 6 (g) the "Oral Questions" is mandatory regardless of Section 5 (e) "Oral Questions" which is for the examiner to ask questions relating to abnormal and emergency procedures.

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 industry IRE's, FE CPL and FIE examiners. During this seminar the subject areas to be included whilst conducting assessment (s) of competence (initial, revalidation or renewal) of an instructor certificate were given to the FIE's by the CAA staff examiners.

As part of the authority's oversight programme the present three staff flight examiners re-introduced this last year, 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 continue to 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 2020 are either:

- **Pre-flight planning with the emphasis on aeroplane performance.** Focusing on both the theory and practical aspects
- **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.
- **PBN related (where appropriate).**
- **Use of Moving Map Displays (where appropriate).**
- **Procedures when operating within an Aerodrome Traffic Zone.**

Instructors providing training within the scope of their privileges

We have recently had feedback that instructors have been conducting training for which they do not have the instructor privileges stated in the "XII – Ratings, Certificates and Privileges" page of their licence.

This is especially prevalent with Instructors who hold a "LAPL only" remark endorsed on their Flight Instructor certificate. FI with such an endorsement are reminded that they cannot provide instruction towards the PPL licence. If training is conducted by the holder of a valid instructor certificate who is not appropriately qualified and the UK CAA is to be the State of Licence issue, they will reject the candidate's application and require them to redo the required flight training.

Although, it is accepted that there are similarities between the LAPL and PPL syllabi, an applicant who has commenced a LAPL course must complete this course and Skill Test before commencing the course for the PPL. In addition, an FI with a LAPL only limitation should not supervise students undertaking a PPL course for their solo flights. FI who applies to have the supervision limitation removed who have supervised PPL solo flight will not be accepted.

Revised Aircrew Regulation changes for Class Rating Instructor Revalidation and Renewal Requirements

There have been several queries related to the recent Aircrew Regulation changes to Subpart J – Instructors. FCL.940.CRI CRI – Revalidation and renewal stated below:

(a) For revalidation of a CRI certificate the applicant shall, within the 12 months preceding the expiry date of the CRI certificate:

(1) Conduct at least 10 hours of flight instruction in the role of a CRI. If the applicant privileges on both single-engine and multi-engine aeroplanes;

or

(2) Receive refresher training as a CRI at an ATO;

or

(3) Pass the assessment of competence in accordance with FCL.935 for multi-engine or single-engine aeroplanes, as relevant

(b) For at least each alternate revalidation of a CRI certificate, the holder shall have to comply with the requirement of (a)(3).

(c) Renewal. If the CRI certificate has lapsed, the applicant shall, within a period of 12 months before renewal:

(1) Receive refresher training as a CRI at an ATO;

(2) Pass the assessment of competence established in FCL.935