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## TRAININGCOM - WINTER 2019

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- **Part FCL vs FEH 3.23 - Different definitions of 'M'.**
- **Pre-Flight Preparation.**
- **Senior Examiner Certificate**
- **Instructors' Assessment of Competence ... "Calling all FIE's!"**
- **Refresher flight training with an instructor – A change in wording! (Aeroplanes only)**
- **Aeroplane PBN ... Different Type/Class?**
- **PBN – IMCR & IR(R).**
- **Examiners and Instructors ... Navigation Log Keeping.**
- **Sign your Licence and Medical Certificate!**
- **Unstable approaches and night flying**

### Part FCL vs FEH 3.23 - Different definitions of 'M'.

The definition of 'M' (Mandatory) items in the 2016 version of the UK CAA Flight Examiners Handbook (FEH) and Part-FCL Appendix 9 A(5)(e) and C (9) appears to be causing confusion as the definitions differ. The authoritative document is Part-FCL and not the FEH. Therefore, the FEH will be amended to reflect the wording in Part-FCL:

*"Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercises (or a choice where more than one exercise appears)".*

An examiner will ensure that an applicant completes a test or check in accordance with Part-FCL requirements and is assessed against the required test or check standards.

All the manoeuvres and procedures set out in the appropriate test schedule must be undertaken. Some test/check schedules list mandatory (M) items which are the minimum requirements; but the remaining items remain optional for the examiner to pursue at his discretion provided that they are also briefed prior to flight.

### Pre-Flight Preparation.

During disciplinary interviews held as a result of airspace infringements, a large percentage of pilots have demonstrated a lack of understanding of the pre-flight planning requirements. Part-SERA, Part-NCO and the ANO state the legal responsibilities of the Pilot in Command of an aircraft including the pre-flight planning that must be conducted for the intended route and conditions on that day. The 'SKYWAY Code' is a useful CAA publication, and it is recommended that all pilots have this readily available in their flight bag.

Instructors must ensure that students are taught the pre-flight planning techniques using appropriate tools and documentation relevant to the flight being undertaken. The appropriate use of Threat and Error Management principles to assist with safe decision making is essential.

It must also be emphasized to students and pilots alike that having calculated the aeroplane performance that the technique and aircraft configuration stated in the Aircraft Flight Manual of Pilot Operating Handbook is used and consideration to the airfield conditions or any other local factors, such as, surrounding terrain

must be included using the appropriate aircraft performance calculations. (Refer to SKYWAY CODE for further information).

During tests and checks examiners must verify the applicant's knowledge and understanding of the pre-flight planning items required. Examiners should also ensure that pilots identify potential threats and/or errors associated with the flight, and that they intend to manage them through identified countermeasures.

Although the use of 'apps' is permitted, the examiner should ensure that test applicants are able to reference the appropriate 'source' tools and documentation. The Flight Examiners Handbook and relevant Standards Documents will be amended to reflect this requirement.

## Senior Examiner Certificate

Senior Examiner Certificates issued by the CAA 'authorises the person named above in accordance with FCL.1020; FCL.1025 and the associated AMC1 FCL.1020; FCL.1025 to conduct:

1. Assessments of competence in respect in respect of FE (LAPL) and FE (PPL) for initial issue, revalidation or renewal for an Examiner Authorisation or Certificate issued by the United Kingdom for the aircraft as shown in paragraph 2'.

However, the CAA Policy is that all initial examiner Assessment of Competence will normally be conducted by a CAA Inspector (Staff Flight Examiners). If required, the Authority may authorize a non-CAA Senior Examiner to undertake the task.

**For SE's conducting examiner assessments of competence on behalf of the Authority, the applicant must have received prior approval from the CAA.** Written confirmation and an electronic copy of the Examiner Authorisation Report Form (TS10) may be obtained from: [examiners@caa.co.uk](mailto:examiners@caa.co.uk)

## Instructors' Assessment of Competence ... "Calling all FIE's!"

Additional items for consideration to be included by FIE's conducting FI Assessment of Competence:

- For aeroplanes, the procedures associated with FCL.945 instructors signing SEP Class rating revalidations by experience.
- Airspace awareness and the use of appropriate Dead Reckoning Navigation techniques, including appropriate technologies to enhance situational awareness. (Refer to Airspace & Safety Initiative "Casual Factor Analysis of Airspace Infringements in the United Kingdom 1 January – 31<sup>st</sup> December 2017").

## Refresher flight training with an instructor – A change in wording! (Aeroplanes only)

There has recently been a subtle change in the wording in FCL.740 A (b) (1) (ii) in the latest version of Part-FCL. Therefore, the change in the wording implies that the 'refresher training' can be conducted by several FI (A) or CRI(A)'s. However, the instructor who completes the 'one hour' can sign the revalidation certificate if that instructor's licence is endorsed with FCL.945.

Remember, that the revalidation is related to the compliance of FCL.740 A (b) (1), and therefore, any issues relating to performance of the pilot concerned is a matter for the instructor and the ATO, DTO, Flying Group or aircraft owner concerned.

## Aeroplane PBN ... Different Type/Class?

Q1: If you gain a PBN annotation, for example, on the A320, does the PBN certification cascade down to single-pilot privileges?

Answer: Yes, for initial issue but no for revalidation/renewal.

Explanation: Yes, the authority's policy on the implementation of 2016/539 was that it could cascade down for initial issue. However, when your next SP IR revalidation comes along, to maintain your SP PBN privileges you must include an RNP approach on the LPC in accordance with Appendix 9.

Q2: Does Appendix 1 to IN 2017/034 need to be completed for initial IR tests at an ATO?

Answer: If the ATO's course completion certificate shows that the applicant has received theoretical and practical training in PBN then Appendix 1 is not required. All UK overseen ATOs that have approved IR courses have been advised that their course completion certificates should show that the training given satisfies (EU) Regulation 2016/539. All flight training is required to be undertaken at an ATO that holds PBN approved courses from their oversight NAA. The applicant should provide this certificate to the examiner as stated in IN2017-026 & IN2017-034. If an applicant has completed a modular IR then they may have

undertaken theoretical training at one ATO and practical training at another, then two course completion certificates should be presented.

#### Guidance on Theoretical Knowledge Competency

If a theoretical knowledge certificate is presented by a candidate then the examiner can still undertake a verbal check, if they have any concerns as to standard of theoretical knowledge received by the candidate, to the depth required to ensure the candidate's level of competency is sufficient i.a.w IN2017-034.

If a theoretical knowledge certificate is presented as supporting 'previous experience' by a current or lapsed IR holder wishing to add PBN privileges then the examiner should still undertake a verbal check, to the depth required to ensure the candidate's level of competency is sufficient i.a.w IN21017-034, as the candidate is still self-declaring by presenting an Appendix 1.

Q3. How should the SRG2131/SRG1157 be completed for an IR pass/partial/fail where PBN certification is required?

Answer: Pass - annotate 'Instrument rating includes PBN privileges'. Annotate which approach was RNP in the relevant section.

- Partial Pass - where a section other than the RNP approach was failed: annotate which approach was RNP and add words to the effect 'Instrument rating will include PBN privileges subject to successful completion of Section ##'
- Partial Pass - where the RNP approach was failed: annotate which approach was RNP as above. No other annotation. When the partial is completed, that form should have the normal PBN annotation.
- Fail - no PBN certification, even if the RNP approach was successful. Start again on next series.
- Failed Partial Retest - no PBN certification, even if the RNP approach was successful. Start again on next series.

## PBN – IMCR & IR(R).

The requirements for PBN training and endorsement are in the EASA Aircrew Regulations (EU) No. 1178/2011). Article 4a states that the holder of an Instrument Rating without PBN privileges may only fly on routes and approaches that do not require PBN privilege.

As this does not mandate the UK IMC/IR(R) to have PBN privileges the CAA has held back from enforcing this requirement. As such there is no change to the existing policy, even after the 28 August 2018, the holder of a IMC or IR(R) Rating will be entitled to conduct a GNSS approach subject to having received the appropriate training and the aircraft being appropriately equipped to conduct such 2D or 3D approaches.

The CAA is considering a rewrite of Standards Document 25, to update the IMC/IR(R) Rating syllabus and tests to include an increased PBN element but due to ongoing considerations around the UK CAA continued collaboration with EASA, this is currently on hold.

## Examiners and Instructors ... Navigation Log Keeping.

Feedback from examiners attending refresher seminars have indicated a trend of test candidates not maintaining, or providing evidence of, flight monitoring or maintenance of the Planned LOG.

Many of the tests that take place legally require a PLOG to be maintained. However, for those tests where there is no legal requirement to maintain a PLOG it is recommended that the PLOG is maintained as 'best practice'.

Flight instructors must encourage the use of PLOG's and the in-flight monitoring of progress during all navigation flights.

## Sign your Licence and Medical Certificate!

It is a legal requirement for the Pilots Licence and Medical Certificate to be signed and carried by the holder whenever exercising the privileges of the licence. FCL.045 also requires the Pilot to carry personal identification containing a photograph.

It is incumbent upon all Instructors and Examiners to verify pilot licence and medical validity prior to all flights.

## Unstable approaches and night flying

The CAA has recently published two Clued Up Special Articles on Night flying and Unstable approaches. Instructors and Examiners are encouraged to read these articles and disseminate within their club, school or training organisation.

[Read more >](#)

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