



Civil Aviation Authority

Safety Notice

Number: SN-2026/009



Issued: 7 August 2026

Clarification of Familiarisation Refresher Training Requirements – ORO.FC.105

This Safety Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All Operators
Licensed/Unlicensed Personnel:	All Operators

1 Introduction

- 1.1 This Safety Notice (SN) is issued in response to industry feedback in order to clarify the CAA's interpretation and policy intent with regards to UK Regulation (EU) No. 965/2012 Annex III ORO.FC.105(c) and ORO.FC.105(d). These provisions set out the requirements for the Pilot in Command (PIC), commander, or the pilot to whom the conduct of the flight may be delegated to have had initial familiarisation training on the route or area to be flown and aerodrome, facilities and procedures. To maintain this knowledge, they are required to operate at least once on the aerodrome within a 12-month period and operate at least once to the route or area within a 36-month period.
- 1.2 In addition, where a route or area is not operated to for a 12-month period, refresher training must be undertaken on that route or area. Industry feedback has noted that existing AMC does not detail the expectation of operators in the provision of refresher training. This SN is designed to provide clarity to operators on what such refresher training should include.
- 1.3 These requirements are important for continuing to ensure that a key risk control for complex operations remains in place. Many accidents and serious incidents have involved unfamiliar terrain, challenging aerodromes, unusual procedures, or inadequate command experience and these requirements seek to mitigate this risk. In addition, these underpin command authority and that the commander holds ultimate responsibility for the safe conduct of the flight.

2 Scope

2.1 In order to meet the policy intent of ORO.FC.105, it would be considered satisfactory for Operators to provide PIC's, commanders or pilots to whom the conduct of the flight has been delegated with a written briefing as a means of conducting refresher training. This may take the form of an Operator's airfield briefing contained in the OMC. The written briefings should include reference to the points already contained in AMC1 ORO.FC.105(b)(2);(c) paragraph a) (1) and (2) and b) (1).

- a) terrain and minimum safe altitudes;
- b) seasonal meteorological conditions;
- c) communication and air traffic facilities, services and procedures;
- d) search and rescue procedures where available;
- e) navigational facilities associated with the area or route along which the flight is to take place;
- f) aerodrome obstructions;
- g) physical aerodrome layout;
- h) aerodrome lighting;
- i) approach aids;
- j) arrival, departure, holding and instrument approach procedures;
- k) applicable operating minima; and
- l) any ground movement considerations

2.2 The policy intent therefore is to ensure that PIC's, commanders, or the pilot to whom conduct of the flight may be delegated, maintain the knowledge of specific routes and aerodromes that was gained through initial familiarisation training and operational experience but without the need to conduct for example, FSTD training, which may have been used in initial familiarisation training. Operators are expected to continue to have in place processes and procedures which appropriately risk assess operations to specific aerodromes and areas. Operators should continue to record the completion of all training and relevant briefings as per relevant regulatory requirements. This includes the training in section 2.1 of this notice when carried out by use of airfield brief. In addition, the briefing material should be regularly reviewed and updated to ensure all safety critical information is up to date.

2.3 Whilst these written briefing packages can be used in order to comply with ORO.FC.105 for the purposes of Category A aerodromes, the requirements set out in AMC1 ORO.FC.105(b)(2);(c) paragraph (c) should continue to be met for the purposes of category B and category C aerodromes. In particular, these are:

“(c) Prior to operating to a:

(1) category B aerodrome, the pilot-in-command/commander should be briefed, or self-briefed by means of programmed instruction, on the category B aerodrome(s) concerned. The completion of the briefing should be recorded. This recording may be accomplished after completion or confirmed by the pilot-in-command/commander before departure on a flight involving category B aerodrome(s) as destination or alternate aerodromes.

(2) category C aerodrome, the pilot-in-command/commander should be briefed and visit the aerodrome as an observer and/or undertake instruction in a suitable FSTD. The completion of the briefing, visit and/or instruction should be recorded.”

3 Further Information

3.1 The contents on this SN will be incorporated into ORO.FC.105 Acceptable Means of Compliance (AMC) in due course and will be subject to industry consultation.

4 Queries

- 4.1 Any queries or requests for further guidance of this communication should be addressed to commsflightops@caa.co.uk

5 Cancellation

- 5.1 This Safety Notice will remain in force until further notice.