



## 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.

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## 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>

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## 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.

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## 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).

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## 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.

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## 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.

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## 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.**

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## 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.

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## 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

The changes include 'receiving refresher training as a CRI at an ATO'. This 'refresher training can be conducted by attending the FI(A) Refresher Course (formerly known as seminars) by one of the UK CAA approved FI (A) Refresher Course providers. Otherwise, the refresher training can be conducted by an ATO/DTO which is approved by the UK CAA to conduct instructor training in accordance with AMC1 FCL.940.CRI CRI – Revalidation and renewal.

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## **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.

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## **Amendment to Flight Instructor privileges and conditions (CAP 1854)**

Commission Implementing Regulation (EU) 2019/1747 amending Regulation (EU) No 1178/2011 about requirements for certain flight crew licences and certificates, rules on training organisations and competent authorities is applicable from 11 November 2019: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32019R1747>

FCL.905. Flight Instructor Privileges and conditions have been amended. A new point (c) is added to allow a flight instructor to also provide training towards class and type ratings for single-pilot, single-engine aeroplanes, except for single-pilot high-performance complex aeroplanes in multi-pilot operations. This means that all privileges after a) and b) are "shifted down".

The current points (g)(3)(i) and (ii) – now (i) (3)- are amended but new text does not change the content of the requirement. The current point (d) – now (e)- reduces the requirements to teach for the CPL.

Applicants holding a valid FI or CRI who currently exercise the privileges in single pilot non-complex aeroplanes in multi-pilot operations will have to make application and supplying suitable logbook and operator's evidence of exercising instructor privileges in multi pilot operations on their current certificate. Until such an application is made, holders of a valid FI and CRI can continue to exercise such privileges until their licence is reissued.

All flight instructor privileges printed as of 11 November will receive a card with the new formatted privileges. EASA has indicated that the publication of associated AMC and GM should be within the next few weeks.

Also refer to CAA document: [http://publicapps.caa.co.uk/docs/33/CAP\\_1854\\_final.pdf](http://publicapps.caa.co.uk/docs/33/CAP_1854_final.pdf) for further information.

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## **Instrument Rating validity, revalidation and renewal for Aeroplanes. (Refer: Part-FCL.625, FCL.625(A))**

With effect from the 25<sup>th</sup> March there has been a change to FCL.625, Instrument Rating-Validity, revalidation and renewal for aeroplanes and helicopters, which applies to national and Part-FCL licence holders. When revalidating or renewing an IR(A) or IR(H), the licence holder must hold the relevant valid class or type rating, unless revalidating or renewing the privileges of the class or type rating at the same time as renewing the IR.

Examiners needs to ensure that the applicant meets these requirements when conducting Proficiency Checks and sign the Certificate of Revalidation accordingly, to reflect the privileges rating held or being revalidated/renewed. Pilots who have an IR with SE and ME privileges on their licence need to hold current single engine **and** multi engine rating when revalidating or renewing their IR if they wish to fly IFR in single engine and multi engine aeroplanes.

Pilots who *only* hold a valid multi engine class rating can only be endorsed with an IR valid for multi engine aeroplanes (IR SP ME class). The legislation states that the applicant must “*hold the relevant class or type rating unless the IR revalidation is combined with the renewal of the relevant class or type rating*”.

Licence holders showing IR SP ME/SE revalidating or renewing in a multi engine class rating can use their IR in a single engine *only* if they hold a valid single engine at the time of the IR test. For example, a revalidation or renewal of an IR by Proficiency Check completed in a ME class of aeroplane or qualified FNPT II on 15<sup>th</sup> March 2020. The pilot under check only holds a valid SEP Class Rating, no valid ME rating is held, the Examiner is only able to endorse IR SP SE on the Certificate of Revalidation in the pilot's licence.

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## Safe use of Portable Electronic Data in flight

Concerns have been raised by Flight Instructors and Flight Examiners over the safe use of electronic devices in flight, especially moving maps. While these bring significant benefits in situational awareness and navigational assistance, they also bring the potential for significant distraction if used incorrectly. Some recent infringement reports show that total reliance on a moving map can lead to an instant loss of situational awareness should the device fail for any reason, rather than using the moving map as a part of the planning and execution phases, such that a failure of one device does not lead to the plan being forgotten.

There are moments where excessive amounts of information presented on multiple displays make it easy to become overwhelmed: approaching a busy airfield for example, or during an instrument approach. These are excellent places to remove as much clutter as possible and focus on the core basics, rather than adding another source of workload.

So, how should we use them correctly? Ideally, in the same way as a paper chart – glanced at from time to time to confirm that the plan is working, or that the current heading presents no hazards. It is of more concern when students mention Instructors – and indeed Examiners – spending significant periods of a planned flight looking at map displays to confirm the aircraft's position.

Electronic devices do have significant value as instructional tools. For instance, tracking a training flight to be able to replay it as part of a debrief, or training students on how to pick out important information from the mass of information available. The graphical representation of weather and NOTAM information pre-flight can only be a safety benefit, while with some products the ability to carry out a quick Mass & Balance calculation before flight is invaluable. As with any calculation we must ensure the validity of data entered, perhaps using it as a training tool to show students individual airframe weighing differences and the pitfalls of using standard manufacturer's weights.

We must, however, also teach students the hazards of excessive use overwhelming basic skills, and can only do that by setting the example of correct usage, without the tool becoming a crutch.

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## Use of GPS/GNSS on VFR Navigation during training and the En-Route (Section 3) of the LAPL & PPL (A) Licensing Skills Test.

We have received several queries from industry about the use of moving map displays, or GPS/GNSS aircraft systems during training and the licensing skills tests.

It is important that instructors teach their students the use of GPS/GNSS aircraft systems when fitted to their aeroplane. The use of moving map displays should also be taught to enhance the student's situational awareness once they have the basic DR navigation techniques.

If the student uses these systems during solo flying then this is permissible but they need to remember that they need to have the skills to later pass the licensing skills test. Therefore, it is the skills test that will be the time when the students DR Navigation techniques will be tested.

During the En-route (Section 3), you may only make use of the GPS/GNSS systems using raw data without map displays. However, having finished the en-route the test candidate should be asked to make use of the GPS/GNSS, or moving map display to return to the airfield to conduct the Approach and Landing (Section 4), including use of magenta line if available.

On a more general basis and due to 12% of infringements committed by instructors and examiners. I would **highly** encourage all instructors and examiners make use of moving map even if it needs to be used discreetly, for example, during a navigation exercises where the student is conducting DR navigation air exercises.

Infringements have become particularly prevalent during the basic skill based air exercises and examiners operating in unfamiliar operating areas, and therefore, it is essential that instructors and examiners make use of moving map displays.

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## SERA Update

Following the recent ending of the previous UK regulation concerning VFR minima in Class D airspace and adoption of SERA criteria, the CAA has issued ORS4 No.1357 which concerns Standardised European Rules of the Air – VFR and SVFR flights within the Manchester Low Level Route.

This may be viewed at <http://publicapps.caa.co.uk/docs/33/1357.pdf>

More complete information may be viewed at [http://www.nats-uk.ead-it.com/aip/current/misc/BRIEFING\\_SHEET\\_MANCHESTER\\_LOW\\_LEVEL.pdf](http://www.nats-uk.ead-it.com/aip/current/misc/BRIEFING_SHEET_MANCHESTER_LOW_LEVEL.pdf)

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## Unusual Attitude Recoveries vs UPRT

We are receiving feedback from examiners who are starting to observe test applicants recovering from conventional unusual attitudes (UA's) using Upset Prevention and Recovery Technique (UPRT) protocols. So, rather than seeing "power, roll, pitch", the examiners are seeing "push, roll, power, stabilise".

The reason for the conventional UA recovery technique being used in light twin and single engine aeroplanes is to achieve "minimum height loss". Whereas, minimum height loss using the UPRT techniques is not a priority as they have been developed for jet aircraft, especially those with underslung engines where the thrust-pitch couple causes problems.

Both instructors and examiners need to understand that the use of UPRT procedures is not appropriate in light twin or single engine aeroplanes during UA recoveries because minimum height loss is the overriding priority and the power-pitch couple is usually small.

Therefore, it is important that instructors continue to teach the conventional UA recovery technique and that examiners brief the applicant on their requirements and expectations during the test or check. Confusion and misunderstandings over what is required could lead to a UA recovery being judged as unsatisfactory and then a subsequent Reg 6 appeal from the applicant who had been taught that UPRT procedures were appropriate.

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## Unusual Attitude Recoveries - Standardised Logbook Entries

Attached to this TrainingCom is a guide for standardised entries into logbooks for UPRT Instructor privileges that are required to be added to an FI(A)'s flying logbook by an ATO's Head of Training (HT). Refer to Appendix 2 for further guidance.

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**The CAA would like to thank the following individuals for their contribution to this TrainingCom: Captain Steve Oddy (SE(A) & Authorised Industry Examiner), Nick Wilcock (AOPA UK) and Captain Craig Padfield (SE(A) & Authorised Industry Examiner).**

Heads of Training are recommended to ensure that Aeroplane TRAININGCOMs are made available for reference to instructing and administrative staff.

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## APPENDIX 1: COVID-19 – AEROPLANE ATO & DTO Guidance

It would be of great assistance to the CAA if training organisations could let their FOTIs know their present status so that when flying resumes the CAA oversight program can be rescheduled in the most sympathetic and sensitive manner possible.

### 1. Emergency Response Plan (ERP)

It could not have been envisaged that a pandemic and the consequent lockdown was on the horizon when organisations ERPs were developed. However, hopefully by now training providers will have adapted and utilised the ERP element of their SMS to consider the effects and mitigations required for 'hibernating' their organisations' operations during the lockdown period.

The next stage will be to complete the ERP plan to bring the organisation from 'hibernation' and return to normal operations. This will necessitate conducting risk assessments and putting mitigations into place for the return to flying training operations. Training Organisations should consider:

#### i. Recent Experience.

It should be noted that there has not been an exemption issued for an alleviation of the FCL.060 Recent Experience requirement. Organisations must identify those pilots who do not meet the requirements of this regulation and programme training flights as appropriate.

#### ii. Instructor Standardisation.

Training organisations should consider the standardisation, ratings, certificates, medical, and currency of its instructors. This is especially important where instructors have been furloughed, subject to ORS4 1374 exemptions and/or are not in recent flying practice.

#### iii. Students.

It cannot be assumed that students (and Self-Fly Hire customers) are going to have maintained their competency to the same standard as they were prior to the cessation of flying operations. It is inevitable that 'skill fade' will have taken place and therefore an element of ground and flight refresher training should be anticipated and programmed in.

#### iv. Aircraft.

The documentation for aircraft 'hangered' for an extended period must be audited. Aircraft not flown for a period will also be required to comply with any manufacturers' guidance on servicing requirements (see CAA GA website for information on Maintenance Check Flights during Covid-19).

#### v. Documentation.

A review of the organisation's manuals may be required to identify if any date limiting procedures/checks have been exceeded or missed. It may be worth communicating with your FOTI to discuss postponing or rescheduling internal audits or external inspections – be assured you will receive a sympathetic response at these unprecedented times!

#### vi. Flight Safety Meeting.

Organisations should consider scheduling an 'extraordinary' Flight Safety Meeting prior to the commencement of flying operations to discuss the organisations potential risks and concerns. This may

be able to be conducted during the lockdown by using Skype, Zoom, Microsoft Teams, etc.

## 2. Official Record Series 4 (ORS4) Covid-19 Exemptions

Several ORS4 exemptions to the relevant ANO/EASA regulations for the extension of medicals certificates, licence ratings and certificates have been recently published.

It should be noted that for EASA licence holders not subject to ORS4 1354 or ORS4 1367 that ORS4 1374 and the associated SRG1100F (FCL-ORS4 1374) should be used. For the completion of this form the following guidance should be noted:

### i. Dates

The present ORS4 1374 (dated 7th April 2020) is only applicable to the relevant rating, certificates and endorsements expiring between 16th March 2020 and 31st October 2020 and the exemption date will expire on 22 November 2020 unless previously revoked.

### ii. Briefing

The briefing referred to at para 3(a) of ORS4 1374 is for type ratings, instrument ratings and language proficiency endorsements (i.e. not instructors or examiners). It is recommended that the briefing is conducted using the appropriate Examiner Report Form (e.g. SRG 1157) which the instructor/examiner should complete and keep as a record along with the SRG 1100F. Where the instructor conducting the briefing is not the same as the examiner, a copy of the Examiner Report Form should be completed by the instructor and, this form, in addition to the signed copy of the SRG 1100F forwarded to the relevant examiner.

## 3. Distance Learning / E-Learning

Several training organisations have expressed an interest in conducting elements of the theoretical knowledge part of an approved training course via Skype, Zoom, Microsoft Teams, etc. Any organisation considering this, should in the first instance, contact their CAA FOTI for advice. In general, the training material (power point slides, screen shots etc) and the methodology for standardisation of the FIs delivering this training should be submitted for approval and then a CAA FOTI will be allocated to sample the first course delivery.

## 4. LAPL Recency Requirements

The following are recent amendments to LAPL Recency Requirements and should be considered for before flight:

### i. FCL. 140.A LAPL(A) – Recency requirements (issued 11th November 2019)

Holders of an LAPL(A) shall only exercise the privileges of their licence when they have completed, in the last 24 months, as pilots of aeroplanes or TMG:

- (1) at least 12 hours of flight time as PIC, including 12 take-offs and landings; and
- (2) refresher training of at least 1 hour of total flight time with an instructor.

### ii. SFCL.160 SPL – Recency requirements (issued 8th April 2020)

Sailplanes, excluding TMGs SPL holders shall exercise SPL privileges, excluding TMGs, only if in the last 24 months before the planned flight they:

- (1) completed, on sailplanes, at least five hours of flight time as PIC or flying dual or solo under the supervision of an FI(S), including, on sailplanes, excluding TMGs, at least:
  - (i) 15 launches; and
  - (ii) two training flights with an FI(S); or
- (2) passed a proficiency check with an FE(S) on a sailplane, excluding TMGs; the proficiency check shall be based on the skill test for SPL.
- (3) TMGs SPL holders shall exercise their TMG privileges only if in the last 24 months before the planned flight they:
  - (i) completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an

FI(S), including, on TMGs, at least:

- (i) six hours flight time;
  - (ii) 12 take-offs and landings; and
  - (iii) a training flight of at least one hour total flight time with an instructor; or
  - (4) passed a proficiency check with an examiner; the proficiency check shall be based on the skill test as specified in point SFCL.150(b)(2).
  - (5) SPL holders with privileges to fly on TMGs who also hold a licence including the privileges to fly on TMGs in accordance with the provisions of Annex I (Part-FCL) to Regulation (EU) No 1178/2011 shall be exempted from complying with paragraph (b).  
(NB: For more details relating to recency requirements refer to SFCL.160 SPL).
- iii AMC1 FCL. 140.A – Recency requirements (issued 9th March 2020)

Training flight items should be based on the exercise items of the proficiency check, as deemed relevant by the instructor, and depending on the experience of the candidate. For aeroplanes and helicopters, the briefing should include a discussion on TEM with special emphasis on decision-making when encountering adverse meteorological conditions or unintentional IMC, as well as on navigation flight capabilities. For sailplanes and balloons, the discussion should place special emphasis on principal occurrence categories of the activity that is covered by the licence.

#### 5. Initial IR and CPL Skills Tests

In line with the Government restrictions, all initial CPL and IR tests are currently cancelled. Whilst the lockdown period continues, no flight test bookings will be accepted by the CAA, as these are deemed to be non-essential activities. The CAA has a duty of care to the examiners who carry out these tests on its behalf, and, cannot guarantee their safety during these tests at this time.

Once the CAA is in a position to restart booking for CPL and IR tests, updated guidance will be published.

It should be noted that any appropriate extensions to the validity of recommendations have been or are being put into place.

**Lastly, but most importantly, please stay safe and follow the Government guidelines.**

Tim Ramsdale (Aeroplane Flight Operations Standards Lead)  
Distribution: Aeroplane ATO's and DTO's

#### Useful Links:

- ORS41374: <https://publicapps.caa.co.uk/docs/33/ORS41374.pdf>
- SRG 2138: <http://publicapps.caa.co.uk/docs/33/SRG2138Issue10Enabled.pdf>
- SRG1100F: <http://publicapps.caa.co.uk/modalapplication.aspx?catid=33&pagetype=65&appid=11e=detail&id=9572>

## UPSET PREVENTION & RECOVERY TRAINING (UPRT)

Reducing airborne loss-of-control incidents in commercial air transport operations

### STANDARDISED LOG-BOOK ENTRIES

It should be noted that UPRT Instructor privileges are required to be added to an FI(A)'s flying logbook by an ATO's Head of Training (HT), rather than the more usual procedure of being issued by the UK CAA in licensing certificates. Consequently, **Heads of Training** should take care to use the correct terminology when appending logbooks with instructor privileges. In addition, ATOs should file copies of logbook entries for UPRT Instructor privileges in their respective flight instructors' records.

After completing an Advanced UPRT course, a UPRT Instructor training course, UPRT Instructor refresher training or being qualified by experience, assessment and recency as an Instructor on UPRT Instructor training courses, the following logbook entries should be made as they apply to each candidate:

Subject	Requirement	CCC Required	Assessment	Privilege	Log Book Entry	
					Text	Who
Advanced UPRT course	FCL.720.A (b)(5)	Yes FCL.745.A (b)	Course to have been completed satisfactorily AMC1 FCL.745.A (e)	None	"Advanced UPRT (FCL.745.A) Course Completed", licence number, date and signature.	HT
UPRT Instructor training course	FCL.915 (e)(1)	Yes FCL.915 (e)(1)(iii)	Competence assessed continuously FCL.915 (e)(1)(ii)	Advanced UPRT (FCL.745.A) Course Instructor	"May act as Instructor of an Advanced UPRT (FCL.745.A) Course", licence number, date and signature.	HT
UPRT Instructor refresher training	FCL.915 (e)(2)	No, but recommended	Competence assessed to the satisfaction of HT FCL.915 (e)(2)	Continuation of Advanced UPRT (FCL.745.A) Course Instructor	"UPRT Instructor (FCL.915 (e)(1)) Refresher Training Completed", licence number, date and signature.	HT
UPRT Instructor's Instructor experience, assessment & recency	FCL.915 (e)(3)	No (no course)	Assessment of Competence by an FIE(A)* FCL.915 (e)(3)(ii)	UPRT Instructor (FCL.915 (e)(1)) Training Course Instructor	"May act as Instructor of a UPRT Instructor (FCL.915 (e)(1)) Training Course", licence number, date and signature.	FIE(A)*

\* For an FIE to carry out Assessments of Competence (AoCs) in accordance with FCL.915 (e)(3)(ii) for a **UPRT Instructor (FCL.915 (e)(1)) Training Course Instructor** privilege, he/she must be assessed by a UK CAA Inspector or UK CAA-nominated Senior Examiner as competent to carry out such AoCs and be the holder of either: -

- (a) A valid and current **UPRT Instructor (FCL.915 (e)(1)) Training Course Instructor** privilege; or
- (b) A Special Conditions instructor certificate, issued by the UK CAA in accordance with FCL.900 (b)(1)(ii), for the privilege stated in (a) above.