

Biennial Hot-Topics Discussion - (Irv Lee, May 2017)

(If printed, this document's latest version is: <http://www.higherplane.co.uk/bfr-ground.pdf>)

The following provides a summary of recent known changes for private pilots in the UK, and future expectations, current Spring 2017. It is provided as a basis for further discussion, research and expansion by pilots and instructors but is not claimed to be definitive or complete, and has no legal basis. Any legalities mentioned must be checked with authoritative sources. The topics, content, and information can change quickly, any recent changes are **highlighted in this colour**.

NB: EASA Aircraft: Much below depends on whether the aircraft flown is an EASA aircraft or not, which can be checked from its maintenance paperwork or by entering its 'G' registration into GINFO, www.caa.co.uk/ginfo – if "EASA" mentioned in the CofA/Permit field or similar, the aircraft is an EASA aircraft, whereas no mention of EASA means it is 'non-EASA' (annex ii) **SERA** (Standard European Rules of the Air) are in force in the UK, with certain exemptions, all listed in www.caa.co.uk/ors4

Cockpit Equipment, Radios, Transponders, etc.

- PLBs now to be carried by one occupant in all EASA aircraft flights unless ELT fitted in aircraft, even for local flights. If flying to France, even non-EASA aircraft need a PLB, except for some excluded microlights.
- 8.33-spacing radio needs to be fitted in aircraft by end of 2017, some funding available from EU via CAA
- 'Listening Squawks' (monitoring codes) spreading fast around the country – see www.flyontrack.co.uk for detailed graphic
- Use of 'Charlie' (i.e. ALT selected) is now **expected** whilst airborne if aircraft fitted with Mode C capable transponder.
- Any 'Transponder Mandatory Zone' (TMZ) needs a transponder with A,C, AND S in use, or obey any local exemption process.
- EASA NCO says the following documents must be in EASA aircraft in flight (Items in italics can be left at airfield if flight is local, not land away) Aircraft Flight Manual (or equivalent); *original certificates of registration and certificate of airworthiness (CofA); noise certificate if applicable; any specific approvals; aircraft radio licence; 3rd party liability insurance certificate(s); the journey log or equivalent, for the aircraft;* details of any filed ATS flight plan; current & suitable aeronautical charts for the route of the intended flight and all routes that the flight may be expected to divert; Intercept Procedures and Signals (e.g.: Leaflet 11 from www.caa.co.uk/safetysense); the Minimum Equipment List or Configuration Deviation List.

Medicals, Ratings, Licences:

- Old style GP-signed medical declarations now only accepted if valid & signed before 25/8/2016. Unless taking medication for psychiatric disorders, a new (summer 2016) UK self-declare medical can be used for flying aircraft up to 2 tonnes max, and can be used for heavier SEP below 5700kg with extra medical exclusions, max 4p.o.b.. NB: It **cannot** be used with any EASA licences in any EASA aircraft. Also, EASA PPLs cannot be used with LAPL medicals **in EASA aircraft**. Self certify medicals (or in fact any EASA medical) can be used now with UK national licences (such old PPL or NPPL) in both EASA & non EASA aircraft **in UK airspace**, but from 8/4/2018, such licences will be **invalid in EASA aircraft** anyway. EASA licences (LAPL, PPL) can use the new UK self declare medical, but **ONLY in non-EASA aircraft** in the UK. For fuller detail of combinations of licences, medicals & EASA/non-EASA aircraft see www.caa.co.uk/cap1441 or www.higherplane.co.uk/combo.html
- Pilots flying EASA-certified (or EASA-Permit) aircraft using old CAA PPL with SEP rating and full EASA medical are now restricted to LAPL-like privileges which means: No instructing using old licences in EASA aircraft (not even biennial training flights), IMC ratings not valid either (needs IR(R) in EASA PPL).. Old UK PPLs and NPPL (licences or ratings) not valid in EASA aircraft after April 7th 2018.
- Foreign non-EASA PPLs (e.g. FAA PPL, SA PPL, NZ PPL) are no longer valid in 'G' registered EASA aircraft until the pilot follows new process with instructor/examiner and submits a new CAA form. Foreign non-EASA PPLs flying fewer than 28 days per year, process described in CAA form SRG2141. Such pilots flying 28 or more days per year have a different process/form: FAA PPLs use CAA form SRG2140, and others use SRG2139 (and they start the conversion process too) – these forms can be found with internet searches. Foreign PPLs must not fly in G registered EASA aircraft until this process has been completed.
- All NPPL ratings have 2 yearly expiry dates, but dates can be aligned by revalidating more than one rating, allowing cross counting of hours between NPPL ratings subject to at least 1 hour in each rating within the required grand total of 12.
- EASA LAPLs have a 'rolling validity' scheme instead of a rating expiry dates. NB: Validity is 12 hours PLUS a training hour in 24 months (and 12 take offs and landings whilst p1) **before any flight**, counting back from the day of intended flight.
- You need a current English Proficiency level (4,5, or 6) before flying abroad, or before applying for any EASA licence. A level 6 (permanent) can be awarded in a ground session by a UK Flight Examiner or UK Class Rating Examiner or a flight test.
- Revalidation signature for a SEP/TMG rating by experience in a JAA/EASA licence to extend it 2 years beyond expiry can be done ANYTIME that the requirements are met in the final 12 months, and does not have to wait for final 3 months to get full 2 year extension. A **UK flight examiner** must be used for rating revalidation signature, OR, if your FICRI **who did your training hour** has 'FCL.945' licence privileges, he/she can sign the revalidation itself when all items are completed. An SEP in an old UK PPL can count 3-axis microlight hours towards the 12 needed, BUT same SEP in EASA PPL cannot. Expired TMG/SEP ratings need a 'ready for test' certificate from a school (ATO/RF) before a renewal flight test (called a proficiency check)..
- Further help on EASA licensing questions available on my website, www.higherplane.co.uk , see 'EASA Qs' tag. Lots of confusions are sorted out by the Pre-Pre-flight Checklist, see the advert on the same website or www.higherplane.co.uk/checklist.html - new version with EASA NCO, SERA, new medicals and foreign PPLs now available.

Navigation/Infringements/Airspace:

- CAA will now consider suspending an infringer's licence immediately whilst investigating an infringement.
- No more Class A CTRs. Even Heathrow and Channel Islands have gone class D, so VFR clearances now possible.
- No more "Quadrants": Whilst remaining voluntary even above transition for VFR pilots in the UK, the Quadrantal Rule is totally replaced by a semicircular rule, with VFR levels on magnetic tracks from 000 to 179 having 'odd' thousands plus 500 feet, 180 to 359 having even thousands plus 500 feet. Eg: FL075 is VFR for tracks 000 to 179, FL065 for 180 to 359
- Useful countrywide 'local' VFR guides, Hot News, Useful Links, listening squawk tables, pictorial guides for your local controlled airspace, Radar Replays and pilot reports from infringements on FlyOnTrack, <http://www.flyontrack.co.uk>
- For pilots flying near the London area, a video of briefings, tips, gatches, and video shots of routes is available free from NATS "VFR Around the London TMA" – see <http://vfr.airspacesafety.com/content/>
- NOTAM Checking: UK Official: <http://www.ais.org.uk> - Efficient use techniques e.g.: 'Narrow Route Brief' for cross countries, "doglegging" brief routing with navaid offsets, and use of 'Point Brief' for local flying and checking a circle around airfield. OR NATS Approved UK graphical NOTAM via <http://www.skydemonlight.com> or iPad App - free to use..
- AIS freephone CHANGE 08085 354802 (+44 1489 887515): daily 'safety net' warnings, Restrictions, Airspace Upgrades, etc.
- Flight Plan Filing: AFPEX Online System – awareness of existence, and requirements to register for use.
- Going Abroad: Awareness of growing (uncoordinated) Mode S transponder requirements in Europe.

Useful Subscriptions/Codes to keep yourself up to date on changes:

- See 'VFR Charts' tag on <http://www.ais.org.uk> and sign up for emails for 'in-between issue' changes to your chart
- Sign up for email notification of changes in licensing rules or process from the CAA via <http://skywise.caa.co.uk/>
- Need Aviation Equipment? Discount code 'irvlee' on all products at Pooleys Online, www.pooleys.com – just enter this in promotional discount code during payment and discounts applied to your purchases

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Try the Pre-Pre-flight Checklist for tips and cure for many confusions: <http://www.higherplane.co.uk/checklist.html>