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## The Priory Farm Aviators' Newsletter – March 2021

Monthly meetings are held on the first Wednesday at 7.30 PM.  
Summer venue (May to Sept): Priory Farm; Winter venue (Oct to April): Various

Website: [WWW.FlyPFA.co.uk](http://WWW.FlyPFA.co.uk)

**Chairperson: John Fielding**

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**S**mall signs of normality returning: Priory Farm airstrip is open again, but only for permitted *post-maintenance test* flying.

Other social matters pose more of a problem. The AGM is scheduled for 5 May, but the government's current roadmap for the lifting of the lockdown would not permit us to hold the event. However, from 17 May people will be able to meet in groups of 30 outdoors.

The Fathers' Day fly-in would be 20 June, but all restrictions aren't lifted until 21 June!

***At the next Committee meeting, the options will be reviewed and an announcement made in the April Waypoint.*** In the unlikely event that our liberties are restored earlier than planned, advisory e-mails will be sent to members individually.

### MEMBERSHIP FEES (£40)

***are now due***, and can be paid by BACS:

**Priory Farm Aviators**

**Sort Code: 20-62-53**

**Account No: 33333094**

**BACS is the preferred method, but if that is not possible, you can still pay in cash or (as a last resort) by cheque made out to "Priory Farm Aviators" and handed to Bob Sage or posted to Priory Farm, Pristow Green Lane, Tibenham, Norfolk, NR16 1NY**

## PFA Committee Meeting

3 February 2021 — Held on Zoom

*Attended by: John Fielding – chairman, Alan McNeal, Bill Scott, Mik Horn, Paul Jackson, Richard & Audrey Flagg.*

*Apologies: Bob Sage, John Barker.*

1. John welcomed everyone and explained that it had become clear that the club is in an unusual situation due to the Local Restrictions Support Grant money that we had been receiving, so far totalling nearly £18,000. The pandemic regulations had meant we hadn't met in three months so it was time to get together to discuss the grant money.
2. Bill, as Treasurer, expressed two main concerns: Firstly, that we might be asked to return the money; and secondly, that we should seek professional clarification about the tax implications for the club.
3. John responded that the correspondence with Paul Chapman (Senior Economic Development Officer) at South Norfolk Council had made it clear that we were entitled to the grants. John also showed the committee that our club was not in a unique situation and that Norfolk Scout groups had been informed about the 'funding opportunities'  
[https://www.norfolkscouts.org.uk/wp-content/uploads/2020/11/Covid19\\_Funding\\_opportunities.pdf](https://www.norfolkscouts.org.uk/wp-content/uploads/2020/11/Covid19_Funding_opportunities.pdf)
4. With regard the tax, John gave the committee a copy of his e-mail to Lovewell Black Chartered Accountants in Norwich asking for tax clarification with particular regard to the recent grant money. The

committee approved John to instruct the accountants for the quoted £300 fee.

5. Bill expressed his belief that we should tread carefully with the new funds and that we should delay dipping into it for a year or two until we are sure that we won't be asked to return it. The committee agreed that this would be a sensible course and that we should discuss it at future meetings.

6. John explained that one of the reasons for this meeting was to talk about the morality of accepting grant money when it was clear that the club was not an organisation put in financial stress by the pandemic; however, he was happy for the club to continue accepting the funds, as were Paul, Mik and Bill. Alan felt we should not continue to accept the Covid grants and that some should be returned. Richard felt that we could discuss giving some of the grant money to charitable organisations such as the Air Ambulance. Paul stated that the tax information we receive from the accountants might influence our decision and that we should return to the subject at our next meeting ... which is how the subject was left.

7. Membership. Bill said the membership fees were coming in by BACS at a rapid pace, similar to last year. He was communicating with Bob to let him know who had paid.

8. Paul suggested we should consider planning for this year's Father's Day fly-in, 20th June. The committee felt that we should continue as if it were possible to hold the event. Paul agreed to create a new flyer and email it to the committee members. (The following day, Mik and Helen kindly volunteered to do the catering.) John said he'd get some PFA stickers made from the logo that Paul would supply.



*We are grateful to our resident instructor/member, Linda Smith, for this magnificently detailed summary of licencing rules that all pilots will find useful.*

## Just When You Thought That Licensing Couldn't Get Any More Complicated...

Paul J asked me last month if I could write something for the PFA newsletter on revalidations and renewals. Earlier this month, in an attempt to spend my time during lockdown usefully, I spent two days doing an Instructor Refresher Course by Zoom. The finer points of licensing took up most of the first day and as one participant said, "I'd thought that licensing couldn't get any more complicated. I was wrong!" Nonetheless, here's my best shot at explaining where we're at.

## Licences After Brexit

Except for the EASA LAPL which is now the UK LAPL, all UK-issued EASA licences are now "Aircrew Regulation (Part-FCL) licences" and are valid for the next two years. What happens after that isn't clear – at least, not to me. On its website, the CAA refers to Aircrew Regulation (Part-FCL) licences as "UK Part-FCL licences", so that's what I'll call them here. It's a great shame that the opportunity to rationalise pilot licensing hasn't been taken, but the upshot is that there are still four different types of pilot's licence.

- ❖ **UK Part-FCL licences** (formerly UK-issued EASA Part-FCL licences) – ATPL, CPL, PPL, SPL (sailplanes), BPL (balloons)
- ❖ the **UK LAPL** (formerly the EASA LAPL)
- ❖ **UK National licences** (old UK licences issued before the UK joined EASA) – ATPL, CPL, PPL, PPL SLMG (self-launching motor gliders)
- ❖ the **NPPL** – SSEA, SLMG, Microlight

The UK GA fleet remains divided into two categories:

- ❖ **UK Part 21 aircraft**
- ❖ **Non-UK Part 21 (or Annex 1) aircraft.** These include vintage, permit and former military aircraft and microlights.

For more details of what falls into each category see Aircraft Regulatory Framework Part 21 and Non-UK Part 21 aircraft / UK Civil Aviation Authority (caa.co.uk). (For those of you who are as confused as I was about Annex 1 and Annex 2, a short history. From September 2012, GA aircraft were divided into Annex 1 [PA28s, C172s, etc] and Annex 2 [vintage, permit, ex-military, etc] aircraft. In 2018 this was changed, so that Annex 1 aircraft became EASA aircraft and Annex 2 aircraft became Annex 1 or non-EASA aircraft. Apologies to those who weren't confused, but now are!)

So what does your licence entitle you to do?

1. If you hold a **UK Part-FCL licence**, you can fly any G-registered aircraft for which you hold a valid rating. You can no longer fly aircraft that are registered in the EU (regardless of where the flight takes place), unless you've obtained a certificate of validation from the country of registration.



G-registered only . . .

Such a certificate is valid for a maximum of one year and can't be renewed. Whether you can fly an aircraft that's registered elsewhere depends on the arrangements in place between the UK and that country. For example, arrangements with the USA mean that you can fly N-registered aircraft within the UK using your UK Part-FCL licence, but may not do so outside the UK.

2. If you hold a **UK LAPL**, then provided you're acting within the privileges of the LAPL, you can fly any G-registered aircraft, but you may only fly in the UK. A UK LAPL doesn't allow you to fly aircraft that are registered outside the UK.
3. If you hold a **UK National licence**, you can only fly G-registered Non-UK Part 21 aircraft for which you hold a valid rating. It isn't clear (at least to me) whether a UK National licence allows you to fly aircraft that are registered outside the UK under arrangements in place between the UK and the country of registration, so if you want to do this, you'll need to check for yourself.
4. If you hold an **NPPL**, you can only fly G-registered Non-UK Part 21 aircraft for which you hold a valid rating. The NPPL doesn't allow you to fly aircraft that are registered outside the UK.

**Non-UK holders of an EASA licence** can continue to fly G-registered aircraft for which they hold a valid rating for up to 2 years or until the end of validity of their licence whichever comes first, but they must obtain a certificate of validation from the CAA and carry it with them.

## **Currency – Basic Rules And Variations Due To Covid**

Following the expiry in November 2020 of the extensions introduced last year, the CAA has not introduced any further extensions which would allow revalidation of your ratings to be postponed, but it has introduced some variations to the basic rules. If you don't have enough flight time, you may be able to substitute additional take-offs and landings and/or a longer training flight for the missing time.

### **SEP (single engine piston) and/or TMG (touring motor glider) ratings**

#### **Basic rules**

Revalidation can either be by experience or by proficiency check.

To revalidate by experience, you must have at

least 12 hours of flight time in single-engine, single-pilot aeroplanes within the 12 months preceding the rating's expiry date, including at least:

- ❖ 6 hours as pilot-in-command;
- ❖ 12 take-offs and landings; and
- ❖ a training flight of 1 hour with a suitably qualified instructor (or up to three training flights totalling 1 hour, provided all the flights are with the same instructor). However, if you've completed a proficiency check or skill test in another type or class of aeroplane during the relevant period, the requirement for a training flight doesn't apply.



At least 12 hours flight time . . .

To revalidate by proficiency check, you must undertake the proficiency check with an examiner within the 3 months immediately before the rating's expiry date.

If you have both SEP and TMG ratings, you can use the same flight time for both ratings.

#### **Variations due to Covid**

If you hold an SEP/TMG rating on a **UK Part-FCL licence** (other than an SPL) and the rating is within the last 12 months of its period of validity, you can take advantage of the variations which are set out in ORS4 No. 1416 (caa.co.uk) and explained in CAP1946 Exemption Guidance.pdf (caa.co.uk) These

variations remain in place until 30<sup>th</sup> April 2021. In order to do so, you must have flown 6 hours PIC during the second 12 month period of validity and be able to meet the criteria set out in Table 1 of ORS4 No. 1416.

If your SEP/TMG rating is on a **UK National licence** and the rating is within the second 12 month period of its validity, then the variations are essentially the same but are set out in ORS4 No. 1418 (caa.co.uk) and explained in CAP1953 ORS4 No 1418 Guidance.pdf (caa.co.uk) These variations remain in place until 30<sup>th</sup> April 2021. In order to take advantage of them, you must have flown 6 hours PIC during the second 12 month period of validity and be able to meet the criteria set out in Table 1 of ORS4 No. 1418.

If you hold a **UK LAPL** or an **SPL** with TMG privileges, you must meet the applicable rolling recency requirements – see Note 4 to ORS4 No. 1416.

### **SSEA, SLMG and Microlight ratings**

#### **Basic rules**

To revalidate an SSEA, SLMG or Microlight rating on an **NPPL**, you must have at least 12 hours of flight time (on a simple, single-engine aeroplane, self-launching motor glider or microlight as appropriate) within the 24-month period of validity, including at least:

- ❖ 8 hours as pilot-in-command;
- ❖ 6 hours within the 12 months preceding the rating's expiry date;
- ❖ 12 take-offs and landings; and
- ❖ a training flight of at least 1 hour with a suitably qualified instructor.

ORS4 No. 1428 (caa.co.uk) allows a microlight or SLMG rating on a **UK National licence** which was issued before 1<sup>st</sup> February 2008 to be revalidated by certificate of test every 13 months (on evidence of having flown at least 5 hours since the last certificate). ORS4 No.1428 remains in effect until 30<sup>th</sup> September 2023.

#### **Variations due to Covid**

Whether your SSEA, SLMG or Microlight rating is on an **NPPL** or a **National licence**, if it is within the 24 month period of its validity,

you can take advantage of the variations which are set out in ORS4 No. 1418 (caa.co.uk) and explained in CAP1953 ORS4 No 1418 Guidance.pdf (caa.co.uk) These variations remain in place until 30<sup>th</sup> April 2021. In order to do so, you must have flown 8 hours PIC during the period of validity and be able to meet the criteria set out in Table 1 of ORS4 No. 1418.

### **UK LAPL**

#### **Basic rules**

For the privileges of a LAPL to remain valid, in the 24 months before you fly, you must have flown for at least 12 hours (whether as PIC, dual with an instructor or solo under the supervision of an instructor), completed 12 take-offs and landings, and completed at least 1 hour of refresher training with a suitably qualified instructor. If you don't meet these requirements, you can either:

- ❖ complete the missing flight time or take-offs and landings either dual with or solo under the supervision of an instructor; or
- ❖ complete a proficiency check with an examiner.

#### **There are no variations due to Covid**

Because the validity of a LAPL is assessed on a rolling basis (each time you fly, you must check that you fulfil the requirements set out above), there have been no relaxations similar to those granted to the holders of SEP, TMG, SSEA, SLMG and Microlight ratings.

At the time of writing, these were the only concessions granted by the UK to take account of Covid. I have no inside information as to whether further concessions might be introduced to take effect after the end of April 2021.

### **Lapsed Ratings**



The CAA guidance isn't very clear, but I understand that currency flights are not permitted during this second lockdown. If your rating does expire, in most cases it can easily be renewed.

**SEP/TMG ratings** can be renewed by completing refresher training as required and a proficiency check with an examiner. A proficiency check normally takes about 1:15 to 1:30 hours. Provided that your rating is on the front of your licence, the examiner can sign you off and you won't need to submit your licence to the CAA. However, if the rating has been moved to the back of your licence, it will have to be sent to the CAA together with the relevant paperwork.

If your rating has expired by less than 3 years, the examiner can act independently. After 3 years, the refresher training and proficiency check can only be done through a flying school which is either an ATO (Approved Training Organisation) or DTO (Designated Training Organisation).

**SSEA, SLMG and Microlight ratings** can be renewed by completing refresher training as required and a GST (General Skills Test) with an examiner. A GST normally takes about 1 hour.

### Instructors and Examiners

Instructors and examiners must hold a UK licence. If they have "SOLI"ed (that is, changed the issuer of their licence to an EU state - SOLI stands for "State Of Licence Issue"), they will not be suitably qualified to instruct or examine you unless they have retained a UK licence.

### Medicals



### Registration

The CAA has introduced a new registration system for the holders of Class 1 and Class 2 medicals. Under this

system, you will (or at least you're supposed to) receive an email from the CAA 12 weeks before your current medical certificate expires. You must then register with the CAA before making an appointment with your AME (Authorised Medical Examiner). I'm told that registering simply involves filling in online the form that used to be given you by your AME by your AME to fill in.

### Pilot Medical Declarations

If you hold an **NPPL** or you hold a **UK National licence** and you only wish to fly aircraft under 5700 kg MTOM, you can make a Pilot Medical Declaration instead of obtaining a medical certificate from an AME. Full details are on the CAA's website at Medical requirements for private pilots / UK Civil Aviation Authority (caa.co.uk) A Pilot Medical Declaration is valid either until it is withdrawn (which it must be if you no longer meet the health requirements for holding one) or until the age of 70. At 70, you must make a new declaration every 3 years. (This is not the case for Medical Declarations made under the previous system before 25 August 2016, which remain valid until withdrawn. These Medical Declarations had to be counter-signed by your GP, so it's obvious if yours is one of these).

The exemption that allowed the holders of an EASA PPL or LAPL to use a Pilot Medical Declaration instead of a Class 2 or LAPL medical was due to expire on 8<sup>th</sup> April 2020, but has been replaced by a Covid measure now set out in ORS4 No. 1421 (caa.co.uk) This exemption allows holders of a **UK Part-FCL PPL** and a **UK LAPL** to fly with a Pilot Medical Declaration provided that they meet the conditions set out in ORS4 No.1412 and has effect until 31<sup>st</sup> March 2021. I have no inside information as to whether the exemption will be continued after 31<sup>st</sup> March 2021.

### That's it folks

I'm writing this on 19 February 2021 and have tried to ensure that all the information is accurate, but the situation changes frequently and, like everyone else, I sometimes make mistakes! So do check before relying on what I've written here. If you have any queries, either contact me or your own instructor/examiner. I can be contacted on 01603 437333 or at [loo\\_b\\_smith@yahoo.co.uk](mailto:loo_b_smith@yahoo.co.uk)

Let's hope we're all vaccinated, the weather remains good and we can get back to having fun soon!

*Linda Smith*



