

BMAA Newsletter 27 April 2021

I hope that you have managed to stay well and have returned safely to flight. This newsletter is sent to keep you up to date with what is going on. I hope that you find it useful. In this newsletter:

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BMAA Wings Awards

The BMAA Wings award scheme has been running for almost three years now and I am pleased to say is being enjoyed by those taking part. The scheme was originally set up by members of the BMAA staff and is now managed in-house as time permits. We have reached a point where there is really not enough staff time to develop the scheme, add new achievements and develop new courses. In response to several comments from members we believe the way ahead is to create a voluntary “BMAA Wings Team” to take over the development of the scheme to help it grow and become more successful. We already have a couple of volunteers; if you would like to be part of the Team please let us know by completing the form on the BMAA website “Volunteers and Roles” page. (<https://www.bmaa.org/the-bmaa/volunteers-and-roles> or search: Roles)

BMAA AGM

A reminder that the BMAA AGM will be held by Zoom webinar on 8 May starting at 1000. Ahead of the meeting at 0945 there will be a General Meeting to vote on a single proposal to change Article 33.1 to enable the option to hold an AGM remotely. Full proposal details are published on the BMAA website. (<https://www.bmaa.org/the-bmaa/bmaa-agm-2021> or search: AGM 2021) Everyone registering for the AGM will also receive an invitation to join the General Meeting.

600kg microlights

The work to put in place the background requirements for the move to 600kg microlights is still ongoing. Licence requirements, airworthiness requirements and manufacturing requirements are all well on the way to completion. There will be a substantial Question and Answer resource for members as well as a publication giving the background of how we have arrived at final decisions and actions. These will be published ahead of the final implementation date. The hoped for launch date was the start of May this year, but this has now slipped back and we expect that it will not happen until June at the earliest. This is disappointing and later than we hoped for, but better to get everything right from the start than get it wrong.

Insurance

Following requests from some members I have contacted two insurance brokers to ask if they offer any premium reduction to reflect that for many weeks during the past 12 months aircraft could not be used due to lockdown, and as a result created no flying risks. The response from both brokers is that some insurers are prepared to offer a rebate at the end of the policy term at renewal. They both suggest that when it comes to renewal you ask for the rebate, it's unlikely that you will automatically be offered it, and hopefully your insurer

will be one of those who give it. This option is unlikely to be written into your policy, but the Financial Conduct Authority guidance for insurers is to treat policy holders fairly and so that could lead to a rebate.

Centre of Gravity Calculation Video

Part of the expected differences training requirements for pilots wanting to fly 600kg class microlights will be to be able to demonstrate that they can calculate the position of the Centre of Gravity (CofG) of their aircraft before each flight. Currently, aircraft approved to Section S cannot go outside the safe CofG range if loaded within placarded limits. It is likely that some 600kg fixed wing types will not meet that requirement and so calculation will be needed. Mark Bailey, our Airworthiness Approval Engineer, has produced an excellent instructional video explaining how to make the CofG calculation using a SkyRanger as an example. To view the video follow [this link](https://www.youtube.com/watch?v=sGX1f3lq9-o). (<https://www.youtube.com/watch?v=sGX1f3lq9-o>). If there are any other topics that you feel would be helpful to have as BMAA videos please let us know.

Pilot Medical Declarations (PMD)

You may be aware that in late December 2020 the CAA withdrew the option to make a declaration of medical fitness to allow you to fly aircraft up to 2000Kg. By February this year the CAA had badly restored the declaration page on their website, but it still failed to offer the option to fly aircraft up to 2000Kg which requires a far less onerous medical history than to fly up to 5,700Kg. Despite my direct request to address the issue the CAA didn't but chose to leave us without the option ahead of the introduction of a new medical system to be used from April. Since the introduction of the new system members have still been unable to properly make declarations due to technical errors. I have complained bitterly to the CAA whose response has not been helpful. I shall continue to keep the matter to the forefront until satisfactorily remedied.

Mid-air Collision Risk

The CAA has recently published a GA Update focusing on the risk of mid-air collisions. This is the link to the document on the CAA website. [Link](#) or type in [https://publicapps.caa.co.uk/docs/33/Clued%20Up%20Mid-Air%20Collisions%20\(CAP2150\).pdf](https://publicapps.caa.co.uk/docs/33/Clued%20Up%20Mid-Air%20Collisions%20(CAP2150).pdf) another good source of information is the UK Airprox Board's website at this link. [Link](#) or type in <https://www.airproxboard.org.uk/home/>

Licence Revalidation Certificate – Minimum Hours Exemption

The CAA has issued an Exemption which allows pilots to revalidate by experience with less than the normal hours requirement. It does not extend the validity of a Certificate. The exemption document is called ORS4 1485. I have written a hopefully helpful guide to the Exemption below:

ORS 4 1485 General Exemption E 5426 <https://publicapps.caa.co.uk/docs/33/ORS4No1485.pdf>

The CAA has issued a General Exemption to assist pilots to complete their class rating revalidation by experience if they have been unable to gain sufficient flying time to revalidate by experience in the normal way.

Subject to the conditions set out below it reduces the minimum number of hours required to revalidate by experience.

The Exemption is applicable to Microlight Pilots with a NPPL (A) or a PPL (A) whose **current Certificate of Revalidation is valid**, and applies until 31 July 2021.

This exemption **does not** extend the validity of a current certificate of revalidation.

In simple terms the exemption means that if a pilot has not managed to amass the minimum required 12 hours to revalidate by experience they can revalidate with less hours, as shown in the table below, as long as they have completed the number of take-offs and landings in column B, and the amount of instructional flight time as listed in column C.

For holders of a NPPL (A) the requirement for at least 8 hours as Pilot in Command (PIC) must be included in the flight experience referred to in Column A

Column A Flight Time Relevant for Revalidation by Experience	Column B Take-offs/Landings (Minimum)	Column C Cumulative Total Refresher Training Flight Time with Instructor (Minimum)
Normal rules: 12 hours or more	Normal rules: 12/12 take-offs and landings	Normal rules: at least 1 hour
11 or more - less than 12	15/15	At least 1 hour
10 or more – less than 11	16/16	At least 1 hour
9 or more – less than 10	17/17	At least 1.5 hour
8 or more – less than 9	18/18	At least 1.5 hour
Less than 8	Proficiency Check or Flight Test required	

Examples, valid as at 20/04/2021:

Pilot A. NPPL (A) with a Microlight Class Rating.

Certificate is valid until June 30 2021

Hours flown total 10

Hours flown solo 9

Hours flown with an instructor 1

Take-off and landings 20/20

Can revalidate up to June 30 with current experience, 10 hours rather than needing 12.

Pilot B. NPPL (A) with a Microlight Class Rating.

Certificate is valid until May 31 2021

Hours flown total 8

Hours flown solo 8

Hours flown with an instructor 0

Take-off and landings 8/8

Cannot revalidate by experience at this time.

Before end May 2021 must at minimum fly at least 1.5 hours with an instructor **and** at least 18/18 total take-off and landings, otherwise will require revalidating by test.

Pilot C. NPPL (A) with a Microlight Class Rating.

Certificate was valid until 31 March 2021

Hours flown total 45

Hours flown solo 45

Hours flown with an instructor 0

Take-off and landings 65/65

Cannot revalidate by experience due to a) no flight with an instructor, b) a certificate of revalidation cannot be entered after the previous certificate has expired. Must revalidate by test.

Pilot D. NPPL (A) with a Microlight Class Rating.

Certificate is valid until 30 June 2021

Hours flown total 3

Hours flown solo 2

Hours flown with an instructor 1

Take-off and landings 6/6

Has insufficient hours to revalidate by experience at this time.

Options:

Gain further experience to revalidate in accordance with normal requirements before 30 June.

Gain sufficient experience to revalidate in accordance with an option from the table above before 30 June.

Pass a skills test to revalidate by test at any time.

And with that, enjoy safe flying.

Geoff Weighell

BMAA CE