

BMAA Briefing Guidance for the Conduct of a Pilot Briefing in Accordance with ORS4 1378



Introduction

Due to the Covid-19 lock down some pilots whose aircraft class rating validity lapses during the period of lock down and shortly afterwards may be unable to fly the required hours to revalidate by experience. These pilots would then be required to complete and pass a GST with a flight examiner to renew at some time in the future by test.

The UK CAA has made available to such pilots the opportunity to extend the validity period of the class ratings until 22nd November 2020. The details of how the extension is achieved have been published in a CAA publication, ORS4 1378.

Eligibility

The pilot's class rating must have been valid on the 16th March 2020.

If the class rating had expired by the 16th March 2020 the pilot is not eligible for an extension to validity.

Requirements

Briefing

ORS4 1378 published by the UK CAA on the 15 April 2020 states that a licence holder who requires that the validity of a class rating (for our members a Microlight Class rating) in either a NPPL (A) or a PPL Microlights, be extended must have received refresher briefing from a CRI or FI applicable to the class to be maintained. The training briefing should include abnormal and emergency procedures.

Following the briefing it shall be recorded in accordance with the following procedure:

Recording

Recording of briefing and extension of privileges:

The confirmation of this briefing is to be recorded in the logbook in one of the following methods:

- (i) the instructor/examiner will confirm by electronic means this to be printed and affixed to the logbook; or
- (ii) the instructor/examiner will confirm by letter this to be affixed to the logbook; or
- (iii) the instructor/examiner to make an entry in the logbook;

Suggested wording for logbook entry/ attachment:

'I certify that on (date) (name and CAA reference number) satisfactorily completed a briefing to extend the validity of their NPPL (A) microlight class rating in accordance with CAA ORS4 1378.'

FI name and number.

Or

(iv) An examiner to make an entry in the pilot's revalidation certificate with the new expiry date of the 22/11/2020, or sign a new certificate of experience if a PPL (A) M

and

a copy of the exemption notice is to be carried as part of their licence

Briefing guidance

The following guidance is provided by the Microlight Panel of Examiners following discussion with the UK CAA.

Purpose

The purpose of the pilot briefing is to encourage the pilot to give due consideration to their responsibility as a pilot for overall safe operation of the aircraft and to encourage a self-awareness of the potential for lapse of skills following what is likely to be a significant period since they have last flown.

Scope

There are no minimum or maximum limits to what may be included in the briefing although the person conducting the briefing should feel confident that the pilot has displayed an understanding of all areas covered.

There are no time expectations suggested for a pilot briefing.

Content

This guidance of what an FI may wish to include listed below may be expanded on or varied.

Pilot

Document check

Confirm eligible for extension (Valid on 16th March 2020)
Medical valid

Health

IMSAFE
Illness - Is the pilot suffering from any illness or symptom of an illness which might affect them in flight?
Medication - Is the pilot currently taking any drugs (prescription or over-the-counter)?
Stress - Is the pilot overly worried about other factors in their life? The psychological pressures of everyday living can be a powerful distraction and consequently affect a pilot's performance.
Alcohol - The pilot should consider their alcohol consumption within the last 8 to 24 hours.
Fatigue - Has the pilot had sufficient sleep and adequate nutrition?
Emotion - Has the pilot fully recovered from any extremely upsetting events such as the loss of a family member?
Eating- Has the pilot maintained physical functionality by proper eating.

General currency

Hours to date
90-day passenger carrying regulations understood

| | |
|----------------------------|---|
| Limitations | Understanding skill deterioration |
| Aircraft | |
| Document check | Registration valid Permit to Fly valid Insurance valid |
| Maintenance | Required maintenance up to date and recorded |
| Aircraft inspection | Allow extra time to prepare aircraft Thorough daily inspection including removal of covers Look for corrosion, animal nests, pitot and static vent blockages |
| Engine and systems | In addition to the normal Daily Inspection, specific attention to: Fuel state - has a long lay-off caused the fuel to degrade? Water in fuel Perished fuel lines Carburettor bowls clean Battery state adequate and safe Allow for an extended ground run prior to flight |
| Structure | Tyres – look for degradation and flat spots having stood for a period Tyre pressure Brake condition - corrosion may lead to lock-up Water ingress - for example: into control surfaces Hangar Damage |
| Instruments | Checks to see if working |
| Radio/ Transponder | Frequencies set and correct |
| Flight | |
| Plan | Allow extra time to refresh yourself mentally prior to the flight - prior preparation prevents poor performance Content of first flight and duration suitable? NOTAMs check Weather check All electronic device software up to date |
| Airfield | Runway condition - grass should be walked |

| | |
|-------------------|--|
| | <p>Surrounding area clear, unobstructed</p> <p>Contingencies for abandoning the take off and emergencies after take off</p> <p>Emergency landing areas - crops may have changed availability</p> <p>Local regulations remembered and up to date</p> |
| Conditions | <p>Wind suitability for A/C and own skill/ currency level, long lay-off degrades skills</p> <p>Cross wind limits for A/C and own skill/ currency level</p> <p>Visibility - for first flights conditions should be good</p> <p>Cloud base - for first flights conditions should be good</p> |
| Circuit | <p>Aware of correct and up to date circuit procedures</p> <p>Maintaining situational awareness</p> <p>Importance of decision making and go around planning</p> |
| Local area | <p>Aware of airspace and traffic hotspots</p> <p>Aware of other local activity</p> |

Method

We suggest that the briefing should be conducted as a conversation, it is not a test. Below is an example of how you might structure the briefing:

- FI So, you haven't flown for a few months, what do you think you should be paying particular attention to after such a long layoff?
- Pilot No idea.
- FI Well do you think you should check your paperwork?
- Pilot That's a good idea, I have to make sure that the permit is in date and that Fred has renewed the insurance.
- FI What are you planning to do for your first flight?
- Pilot I'm going to do a few circuits to make sure I'm happy after the lay-off and I'll need to do three before I can take a passenger.
- FI Anything special that you might look for when doing the aircraft inspection?
- Pilot Such as what?
- FI Well, it's been sitting for four months since it last flew.
- Pilot I see what you mean. Fuel might be off, tyre pressures might be down, in fact as it hasn't moved, I'd better check that the wheels and brakes are free and that the tyres aren't perished.
- FI Good that sounds like you are now thinking about it. I'll send you a list of other items to consider and a note to say we have briefed. Enjoy your flying.

Up to date information from CAA can be sourced through Skywise and the special Covid-19 pages linked below.

<http://skywise.caa.co.uk/>

<https://www.caa.co.uk/Our-work/Newsroom/COVID-19/>