VÄLKOMNA

Kontrollantmöte/senior

2022-04-21

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Marcus Pihlflykt

- *470 månader gammal (39,2 år)*
- *1 fru, 1 barn*
- *Vänster medvind R23 ESSX*

- *CPL 2002*
- *FI(A) 2005*
- *SAA(OSM) 2005 – 2021*

- *FI(A) – SE/ME/IR/Instructor*
- *Tidigare Avro RJ/Bae 146*
- *Examiner + FIE*

- *marcus.pihlflykt@transportstyrelsen.se*
- *010-495 49 95*

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När allting tycks gå dig emot, kom då ihåg att flygplan lättar i motvind, inte i medvind

Henry Ford

BASA

Annex 3

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BASA- Bilateral Aviation Safety Agreement

Information till dig som önskar konvertera ett FAA certifikat för flygplan till ett Del-FCL certifikat

Den 18 maj 2021 trädde ett avtal i kraft, Annex 3 till det s.k. BASA avtalet, som möjliggör konverteringar av privatflygarcertifikat för flygplan (inkl SEP, MEP, Mörker och Instrument) för FAA certifikatinnehavare.

Mer information om konvertering av FAA-certifikat enligt BASA

BASA- Bilateral Aviation Safety Agreement

- De viktigaste punkterna:
  - Endast vissa får söka (boende och när man flög upp påverkar)
  - Giltiga papper
  - Man för endast ett PPL + behörigheter
  - Flygtiden (erfarenhet) avgör både utbildning och prov
  - Resultatet från flygprovet (även teori) ska skrivas i loggboken
  - All nödvändig info finns i blanketten – läs instruktionerna
  - Hör av dig till oss vid frågor

Basic Instrument Rating - BIR

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BIR – Basic Instrument Rating

- To increase utility and safety mainly for PPL-pilots and non-commercial aviation
- Privileges and the competency based requirements are adapted to the needs of private pilots.
- ”Replaces” EIR

BIR – What´s new?

FCL.835 Basic instrument rating (BIR)

Regulation (EU) 2020/359

(a) Privileges and conditions

(3) BIR privileges may be exercised at night only if the pilot holds a night rating in accordance with point FCL.810.

BIR – What´s new?

(5) The exercise of BIR privileges shall be subject to all of the following conditions:

(i) the decision height (DH) or minimum descent height (MDH) used in aerodrome operating minima shall be at least 200 ft greater than what would otherwise be calculated according to point 'NCO.OP.110 Aerodrome operating minima – aeroplanes and helicopters' and point 'NCO.OP.111 Aerodrome operating minima – NPA, APV, CAT I operations' to Annex VII of Regulation (EU) No 965/2012; and

(ii) the visibility used in aerodrome operating minima shall not be less than 1 500 m;

(iii) the pilot-in-command shall not commence a flight under IFR or undertake a VFR-to-IFR transition, unless:

(A) at the aerodrome of departure, the visibility is at least 1 500 m and the cloud ceiling is at least 600 ft, or the published circling minimum applicable to the aeroplane category, whichever is the greater; and

(B) at the destination aerodrome and at any required alternate aerodrome the available current meteorological information indicates, for the period from 1 hour before until 1 hour after the estimated time of arrival, or from the actual time of departure to 1 hour after the estimated time of arrival, whichever period is shorter, a visibility of at least 1 500 m and a cloud ceiling of at least 600 ft, or the published circling minimum applicable to the aeroplane category, or the DH/MDH incremented by 200 ft in accordance with (i), whichever is the greater.

BIR – What´s new?

Min 1500m vis
+ (highest of)
600ft ceiling
or
circling minima

Min 1500m vis
+ (highest of)
600ft ceiling
or
circling minima
or
+200ft DH/MDH
+/- 1hr

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BIR – Replaces EIR

- ”Replaces” EIR – what can I do with my EIR? https://www.transportstyrelsen.se/sv/luftfart/Certifikat-och-utbildning/

BIR – What´s new?

- Competency based training – no minimum hour requirement

Module	Theory	Flight training	Order	ATO?
1	1 exam per mod. (80 hrs min 7 subjects FCL.615 a) +Appendix 6	Core flying (IR)	First!	End at ATO
2		Dep, hold, 2D/3D	Optional	End at ATO
3		En-route		Not req
4 (ME only)		Multi engine		End at ATO

BIR – Skilltest

(e) Skill test. After the completion of the training course specified in paragraph (c), the applicants shall pass a skill test in an aeroplane in accordance with Appendix 7 to this Annex. For a multi-engine BIR, the skill test shall be taken in a multi-engine aeroplane. For a single-engine BIR, the skill test shall be taken in a single-engine aeroplane. A multi-engine centreline thrust aeroplane shall be considered to be a single-engine aeroplane for the purposes of this paragraph.

- Same pass standards as IR – appendix 7
- Remember ”school-check” (skilltests only)


Instrument Rating (IR) and Basic Instrument Rating (BIR) Aeroplane

BIR - Validity, revalidation & renewal

(g) Validity, revalidation and renewal

(1) A BIR shall be valid for 1 year.

(2) Applicants for the revalidation of a BIR shall:

(i) within a period of three months immediately preceding the expiry date of the rating, pass a proficiency check in accordance with Appendix 9 to this Part; or

(ii) within the validity period, complete 6 hours as PIC under IFR including three instrument approach procedures and complete a training flight of at least one hour with an instructor who holds privileges to provide training for the BIR.

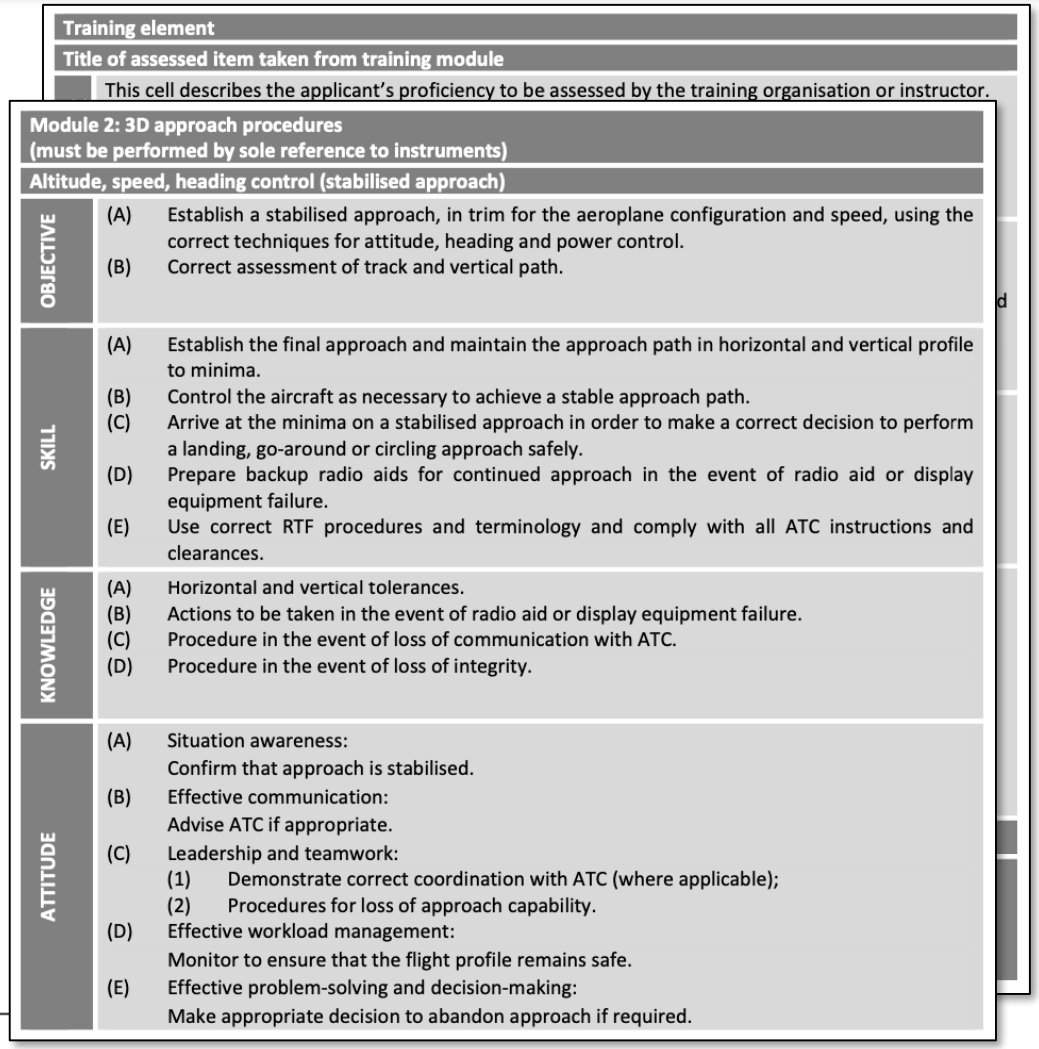
(3) For each alternate subsequent revalidation, the holder of the BIR shall pass a proficiency check in accordance with paragraph (2)(i) in an aeroplane.

BIR – Discussion

Have you instructed any competency based courses?

What is competency based training to you?

Any risks involved in this way of training pilots?



Training element		
Title of assessed item taken from training module		
This cell describes the applicant's proficiency to be assessed by the training organisation or instructor.		
Module 2: 3D approach procedures (must be performed by sole reference to instruments)		
Altitude, speed, heading control (stabilised approach)		
OBJECTIVE	(A)	Establish a stabilised approach, in trim for the aeroplane configuration and speed, using the correct techniques for attitude, heading and power control.
	(B)	Correct assessment of track and vertical path.
SKILL	(A)	Establish the final approach and maintain the approach path in horizontal and vertical profile to minima.
	(B)	Control the aircraft as necessary to achieve a stable approach path.
	(C)	Arrive at the minima on a stabilised approach in order to make a correct decision to perform a landing, go-around or circling approach safely.
	(D)	Prepare backup radio aids for continued approach in the event of radio aid or display equipment failure.
	(E)	Use correct RTF procedures and terminology and comply with all ATC instructions and clearances.
KNOWLEDGE	(A)	Horizontal and vertical tolerances.
	(B)	Actions to be taken in the event of radio aid or display equipment failure.
	(C)	Procedure in the event of loss of communication with ATC.
	(D)	Procedure in the event of loss of integrity.
ATTITUDE	(A)	Situation awareness: Confirm that approach is stabilised.
	(B)	Effective communication: Advise ATC if appropriate.
	(C)	Leadership and teamwork: (1) Demonstrate correct coordination with ATC (where applicable); (2) Procedures for loss of approach capability.
	(D)	Effective workload management: Monitor to ensure that the flight profile remains safe.
	(E)	Effective problem-solving and decision-making: Make appropriate decision to abandon approach if required.

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BIR - Summering

- Några highlights
  - Högre minima både för start och landning
  - Endast för privat syfte
  - Mörker separat behörighet
  - Kompetensbaserad träning men ”vanligt” flygprov
  - Inget timkrav för flygdelen av utbildningen men skolan kan ha egna krav.
  - Alla kompetenser ska vara till fylles - elevdokumentation

EASA FEM

Flight Examiner Manual

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FEM

- Not regulation but strong guidance for examiners

- https://www.easa.europa.eu/document-library/general-publications/flight-examiners-manual-fem

Discussion – Emergency procedures

Emergency at low altitude

- Engaging topic, many disussions, especially *”Total power loss after take off ”*
- https://www.youtube.com/watch?v=N1fVL4AQEW8

Emergency at low altitude - SEP

- FEM:

Section 5 - Abnormal and Emergency Procedures

4.2 Threat and Error Management (TEM)

sound judgement when deciding how to proceed. For instance, a LAPL or PPL candidate may be unfamiliar with the TEM terminology but may still exhibit sound decision-making skills in the pre-flight and the flight. In this case, the Examiner can simply ensure that the Candidate is made familiar with the TEM principles in the flight debrief and may also consider briefing the HT/CFI of the ATO/DTO ensure that future candidates are better prepared.

landing (SE only)

exercise. A critical part of conducting this training is for the flight instructor to be fully aware of the need for diligence, the need to perform this maneuver properly, and the need to avoid any potential for an accelerated stall in the turn. The flight instructor should demonstrate the proper use of pitch and bank control to reduce load factor and lower the stall speed during the turn. After completing this demonstration, the flight instructor should allow the trainee to practice this procedure under the flight instructor's supervision. Flight instructors should also teach the typical altitude loss for the given make and model flown during a 180-degree turn, while also teaching the pilot how to make a safe, coordinated turn with a sufficient bank. These elements should give the pilot the ability to determine quickly whether a turnback will have a successful outcome. During the before-takeoff check, the expected loss of altitude in a turnback, plus a sufficient safety factor, should be briefed and related to the altitude at which this maneuver can be conducted safely. In addition, the effect of existing winds on the preferred direction and the viability of a turnback should be considered as part of the briefing.

- EASA Sunny Swift:
  https://solton.si/NA
  flicht-instructor-issu
- Threat and Error M

Emergency at low altitude - SEP

- How do you perform engine failure after take off (SE A/C) during a test?
- Name some PASS/FAIL items for this exercise?
- Give some sound TEM examples?

Stalls – continue the discussion

- How do you perform stalls (SE & ME) during a test?
- Name some PASS/FAIL items for this exercise?
- Give some sound TEM examples?

UPRT & PBN last(?) time

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UPRT

Work together and find out:

- 3 different variants UPRT?
- Is A-UPRT mandatory for commercial pilots ? If yes, when?
- How many hours training is an A-UPRT?

UPRT – NOTEX 1/2021

AUPRT regulations update

A short update about the amendment to Part-FCL which came in to force on January 12th 2021 concerning AUPRT.

On December 16th 2020, a decision was made concerning COMMISSION IMPLEMENTING REGULATION (EU) 2020/2193 and one of the changes made was the requirements for AUPRT. The change is relevant for all those who apply for a first MPA or SP HPA typerating, where it is now allowed to credit the AUPRT course with certain previous experience.

The way FCL.720.A b) 5) is written after the update of January 12th 2021 is;

Have completed the training course specified in point FCL.745.A, unless they comply with any of the following:

- (i) they completed, within the preceding 3 years, the training and checking in accordance with points ORO.FC.220 and ORO.FC.230 of Annex III (Part-ORO) to Regulation (EU) No 965/2012;
- (ii) (ii) they have completed the training specified in point FCL.915(e)(1)(ii).';

In practice this means that an applicant for a first MPA or SP HPA who, in the three year period preceding the application, has completed all the training and checking in ORO. FC.220 (Operator conversion training and checking) and ORO.FC.230 (Recurrent training and checking) will be able to credit the AUPRT course. If an applicant decides to claim previous experience in accordance with FCL.720.A b) 5), a course completion document must be attached to the application.

Form 7077 is updated with the following information on page 10 in order to make your work a bit easier

AUPRT is required according to the table below and a certificate or verification of training/checking must be attached to the application.

First typerating	AUPRT required
MPA→MPA	AUPRT not required (credited)
SP HPA→SP HPA	AUPRT not required (credited)
SP HPA →MPA	AUPRT required *
MPA→SP HPA	AUPRT required *

* An Advanced UPRT course is not required for a pilot who, within the three preceding years, has completed one of the following;

- all the training and checking items in accordance with points ORO.FC.220 and ORO.FC.230 of Annex III (Part-ORO) to Regulation (EU) No 965/2012 or;
- completed the training for an AUPRT instructor specified in point FCL.915(e)(1)(ii).

Applicants who wish to convert a third-country type rating into a Part-FCL type rating need to comply with the advanced UPRT prerequisite

https://www.transportstyrelsen.se/sv/luftfart/Certifikat-och-utbildning/kontrollanter/notices-to-examiners-notex/NOTEX/notex-1-2021/

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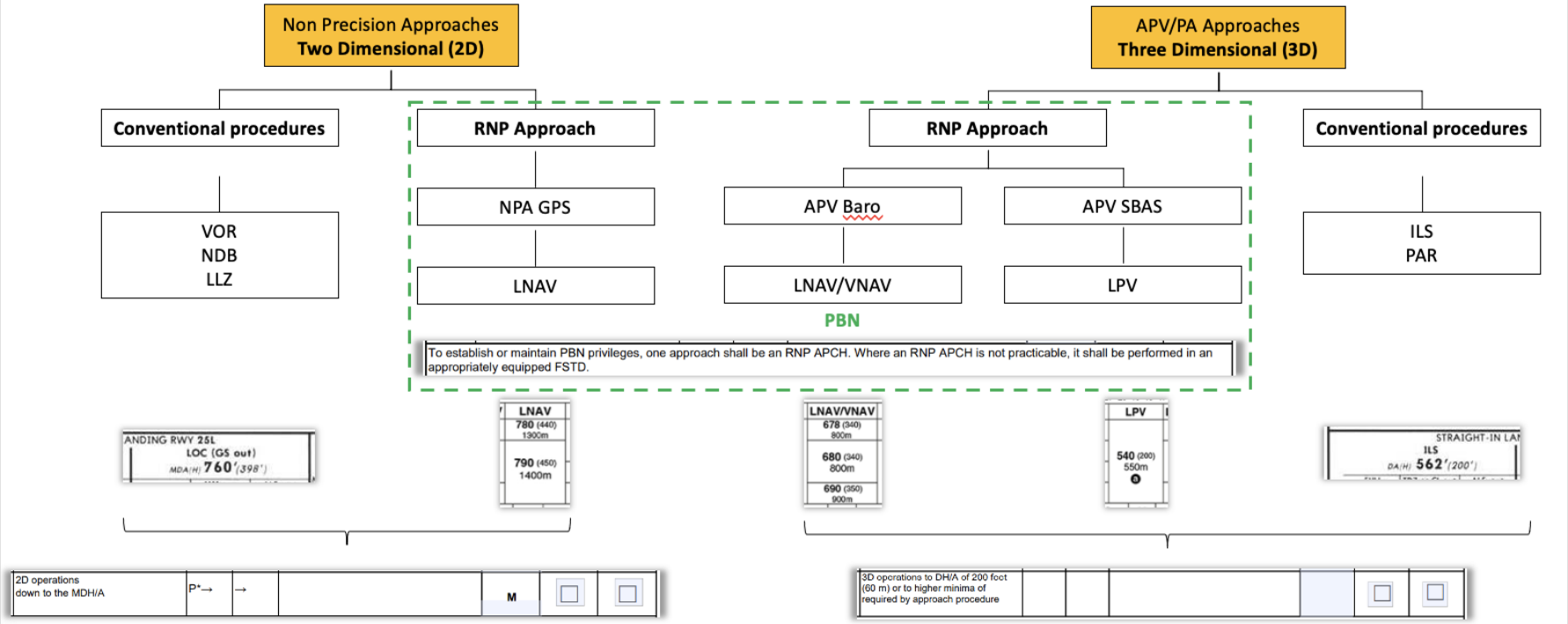
PBN

Work together and find out:

- Is a conventional (not PBN) approach mandatory on the IR PC?
- An 2D LNAV approach is flown in APPR mode giving the pilot a vertical path, does this still count as 2D on PC?
- IR/MEP expired 31/12/2020, renewal training is performed at ATO which claims previous experience from 2017 and therefore did not include PBN.
  - Can the pilot get PBN privileges on the IR?

PBN



Vid genomförande av 2D inflygningar så skall dessa genomföras i enlighet med tillverkarens normala publicerade procedurer. Vi uppmuntrar kontrollanter att testa den/de sökande på att genomföra inflygningen med mer grundläggande (basic) system/instrumentering men en kontrollant skall inte sätta ordinarie system ur funktion för att tvinga en pilot/besättning att genomföra ex en 2D inflygning med ”manuellt” reglerad sjunkhastighet**. Oavsett vilket system som används för att genomföra inflygningen så fråntar inte det piloten/besättningen ansvaret att säkerställa att luftfartyget är på rätt position vid rätt tillfälle.** (Exempel på hjälpmedel är för: CRJ Snowflake, Airbus FPA eller Boeing FPA alt V/S).

DA/MDA skall inte underskridas och det är upp till kontrollanten att i samråd med piloten/besättningen säkerställa förutsättningarna för detta innan provet påbörjas.

En 2D inflygning som genomförs med ett system som kanske presenterar en vertikal profil förblir en 2D och kan aldrig räknas som en 3D inflygning.

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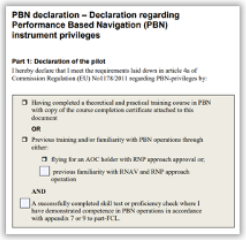
PBN

PNB summary

Timeline

25 augusti 2018

Previous trainging and experience from operators or other organsiations is credited



PBN declaration – Declaration regarding Performance Based Navigation (PBN) instrument privileges

Part 1: Declaration of the pilot

I hereby declare that I meet the requirements laid down in article 6c of Commission Regulation (EU) No1178/2011 regarding PBN-privileges by:

- ☐ Having completed a theoretical and practical training course in PBN with copy of the course completion certificate attached to this document

OR

- ☐ Previous training and/or familiarity with PBN operations through either:
  - ☐ flying for an AOC holder with RNP approach approval or;
  - ☐ previous familiarity with RNAV and RNP approach operation

AND

- ☐ A successfully completed skill test or proficiency check where I have demonstrated competence in PBN operations in accordance with appendix 7 or 9 to part-FCL

25 augusti 2018

Training must be performed at an ATO

25 augusti 2020

PBN as part of the IR is postponed by 8 months due to Corona

PBN is a part of the IR course at an ATO without exceptions

25 april 2021

PBN is a part of all IR ratings

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That's all Folks!