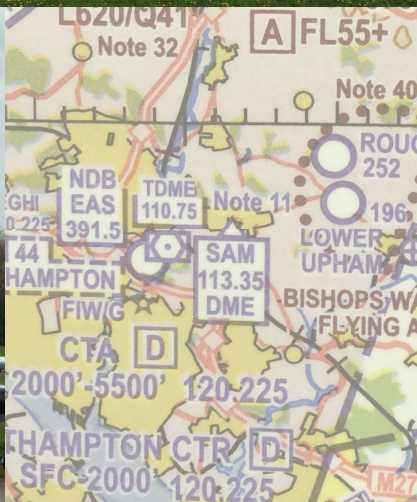


UK GENERAL AVIATION



FLYING DIRECTORY

2016/17



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your flying

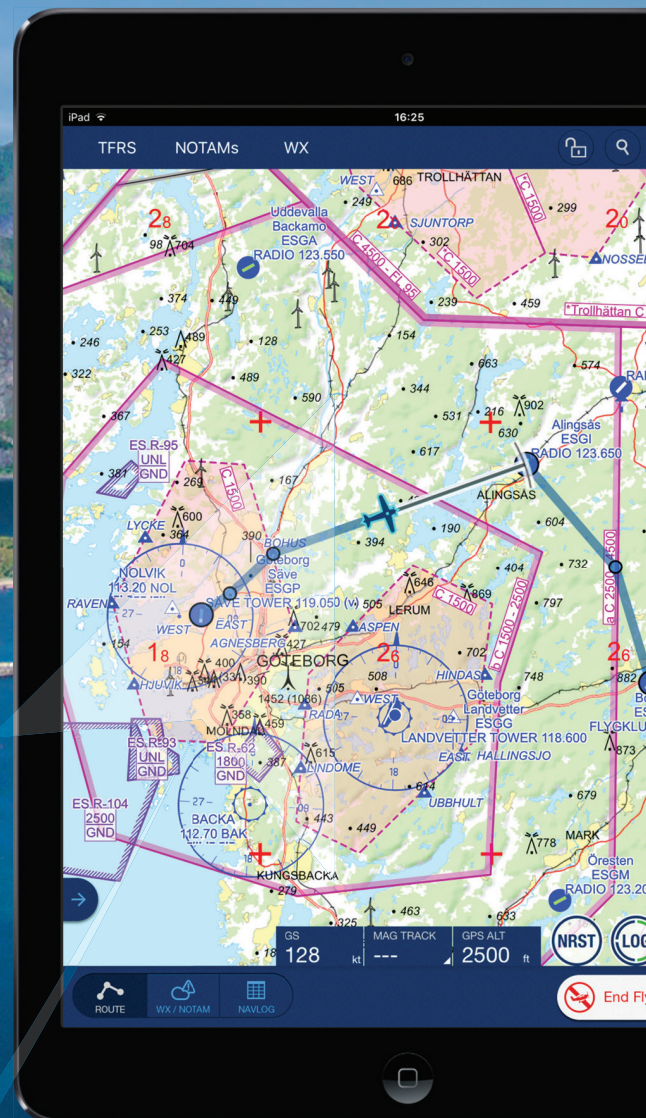
Mobile FliteDeck VFR is the only app designed strictly for VFR pilots.

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Congratulations to AOPA UK on your golden anniversary!

We wish you all the best as you begin the next 50 years of serving general aviation.



Chairman's Introduction

By George Done

Chairman, AOPA UK



Whether you're an aspiring pilot, young or not so young, or a pilot who wants to get back into flying, or someone who flies and is keen to improve, AOPA's Corporate Members have the skills, expertise and range of training aircraft to help you to develop.

This Flying Directory can be your guide to broader horizons in general aviation. Even for those that go on to become airline pilots, military pilots or corporate aviation pilots, it is hoped that you won't leave the world of light aircraft behind and will continue with private

flying and perhaps put something back by instructing (we explain how you can do this in an article on page xxii).

The UK and Europe have a network of under-utilised airfields that are a pleasure to visit, whether for business or pleasure. They will not survive if they are not used yet they provide entry points to some of the most beautiful areas of the UK and Europe.

Our aim with this guide is to allow you to choose your nearest airfield and flight training school or club. Meeting pilots (whether students or instructors/examiners) and aircraft owners is the first step into this world of flying which is often not as frightening as you might imagine. This is why we have an article on cost sharing, and explain sharing aircraft in groups. For many this represents a cost-effective way to fly and enjoy the pride that comes with owning a share in an aircraft.



AOPA Flying Directory 2016/17

Your essential guide to GA including a comprehensive listing of AOPA Corporate Members:

- iii* **Obtaining a PPL**
- iv* **Sponsor: Jeppesen**
- vi* **Flight Cost Sharing**
- viii* **AOPA Wings Scheme**
- x* **French for Pilots**
- xi* **D&D Guide (121.5MHz)**
- xv* **AOPA Flying Directory**
- xxii* **Becoming an Instructor**

Obtaining a Private Pilot Licence (PPL)

This Flying Directory can't give you all the information you need on the opportunities available in flying, but it will give you the list of contacts you need. There is also a large amount of information available on the AOPA website (www.aopa.co.uk).

For example you can find information about the AOPA aerobatics certificate or AOPA companion's course, instructor seminars and many other things.

In the UK the central reference for pilot licencing and related matters is now CAP 804, which can be found on the CAA's website (www.caa.co.uk). The CAA website also provides information about medical examiners, as to do a full PPL you will need a 'Class 2' medical (commercial pilots need a 'Class 1' medical). Another useful and interesting document that prospective PPLs will need to know well, as they will have a test to get their radiotelephony licence, is CAP 413, also available on the CAA site.

For many pilots the starting point is the 30-hour Light Aircraft Pilot Licence (LAPL), for which you need only a LAPL medical certificate from your GP. This can also enable those who are unable to get a Class 2 medical any more to continue to fly on a LAPL.

However, the LAPL pilot is restricted to day/night in visual flight rules (VFR), and no instrument qualifications can be added. Flying is limited to European airspace and max seating of four people, and aircraft max weight of two metric tons. Also the first 10 hours flying after issue must be without passengers.

A conversion can be done to full PPL later (with 15 hours of flying). The LAPL (which is also available for sailplanes/glider, balloons and helicopters under different rules) can be obtained at 17 years (16 for balloons and gliders).

To obtain a European (EASA) PPL(A), which is for fixed-wing Single Engine Piston (SEP) aircraft) and is

administered in the UK by the CAA at Gatwick, you will need to complete 45 hours of flight training, a least 25 of which must be dual with an instructor. Then there is 10 hours of supervised solo flying - many do a first solo by their 10th hour and later do solo cross countries (after doing a couple with the instructor). One has to be at least 150 nautical miles (1nm = 1.15 statute miles) with two full-stop landings at other aerodromes.

Theory is very important and your course will contain quite a bit of ground school. You need to pass 9 exams, which can be taken at the flying club/school and have a pass mark of 75%. These are: Air Law, Operational Procedures, Human Performance, Navigation, Meteorology, Aircraft General Knowledge, Principles of Flight, Flight Performance & Planning, and Communications.

This doesn't seem so bad when you consider that to be a commercial pilot you'd need to take 14 more exams!



FLYING INSTRUCTOR REFRESHER SEMINARS



ARE YOU CURRENT?

FOR REVALIDATION OF AN FI CERTIFICATE THE HOLDER SHALL FULFIL TWO OF THE FOLLOWING THREE REQUIREMENTS:

- 1. AT LEAST 50 HOURS OF FLIGHT INSTRUCTION DURING THE VALIDITY OF THE CERTIFICATE AS FI, TRI, CTI, IRI, MI, OR EXAMINER.**
- 2. ATTEND A FLIGHT INSTRUCTOR REFRESHER SEMINAR WITHIN THE VALIDITY OF THE CERTIFICATE.**
- 3. PASS AN ASSESSEMENT OF COMPETENCE WITHIN THE 12 MONTHS PRECEDING THE EXPIRY OF THE CERTIFICATE.**

FOR AT LEAST EACH ALTERNATE SUBSEQUENT REVALIDATION, AN ASSESSMENT OF COMPETENCE MUST BE UNDERTAKEN.

IN THE CASE OF A **RENEWAL** YOU SHOULD, WITHIN 12 MONTHS BEFORE RENEWAL, ATTEND A FLIGHT INSTRUCTOR REFRESHER SEMINAR **AND** PASS AN ASSESSMENT OF COMPETENCE.

**AOPA IS PLEASED TO ANNOUNCE THAT AN ADDITIONAL
FLIGHT INSTRUCTOR REFRESHER SEMINAR
WILL BE HELD AT THE AOPA OFFICES, 50A CAMBRIDGE STREET,
LONDON SW1V 4QQ on 8-9 NOVEMBER 2016.**

The London Seminars were last held 10 years ago and it is as a direct response to requests that AOPA is reinstating a London-based Seminar. The Seminar will be directed by David Scouler. The charges will remain the same, £240 for AOPA members and £275 for non-members, and will be run over two consecutive days. Your Flying Instructor Certificate will be revalidated, or renewed, and an attendance certificate will be issued as at the other seminars.

To register for a place call the AOPA office on 020 7834 5631 or join online at www.aopa.co.uk. There is ample accommodation locally – we are 5 minutes from Victoria Station.

The Seminar will start at 1100 and end at 1800 each day to facilitate travel.

Our main venue is in Abingdon and the dates for the next Seminars there are as follows:

13/14 September 2016

18/19 January 2017

10/11 May 2017

20/21 September 2017

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Take Your PPL Theory in London!



Following the popularity of the first series of courses, AOPA is pleased to advise that it is running more evening Ground School courses for ab-initio pilots. The PPL Ground School takes place at the AOPA offices at [50A Cambridge Street](https://www.aopa.org/locations/50a-cambridge-street) each Tuesday and Thursday evening, 7-9pm, on the dates shown below. The AOPA office is only five minutes' walk from Victoria Station. All nine subjects required for the PPL (Aeroplanes) is taught over a period of approximately 70 hours. The lecturer is Adam Winter, a highly qualified and experienced flying instructor who works for the Flyers Flying School at Elstree. You can read more about the training and subject matter at www.flightgroundschool.co.uk

Remaining programme for 2016

Aircraft General Knowledge June 7, 9, 14, 16, 21

Principles of Flight June 23, 28, 30 July 5, 7

Revision July 12

Exams July 14

Performance July 19, 21, 26

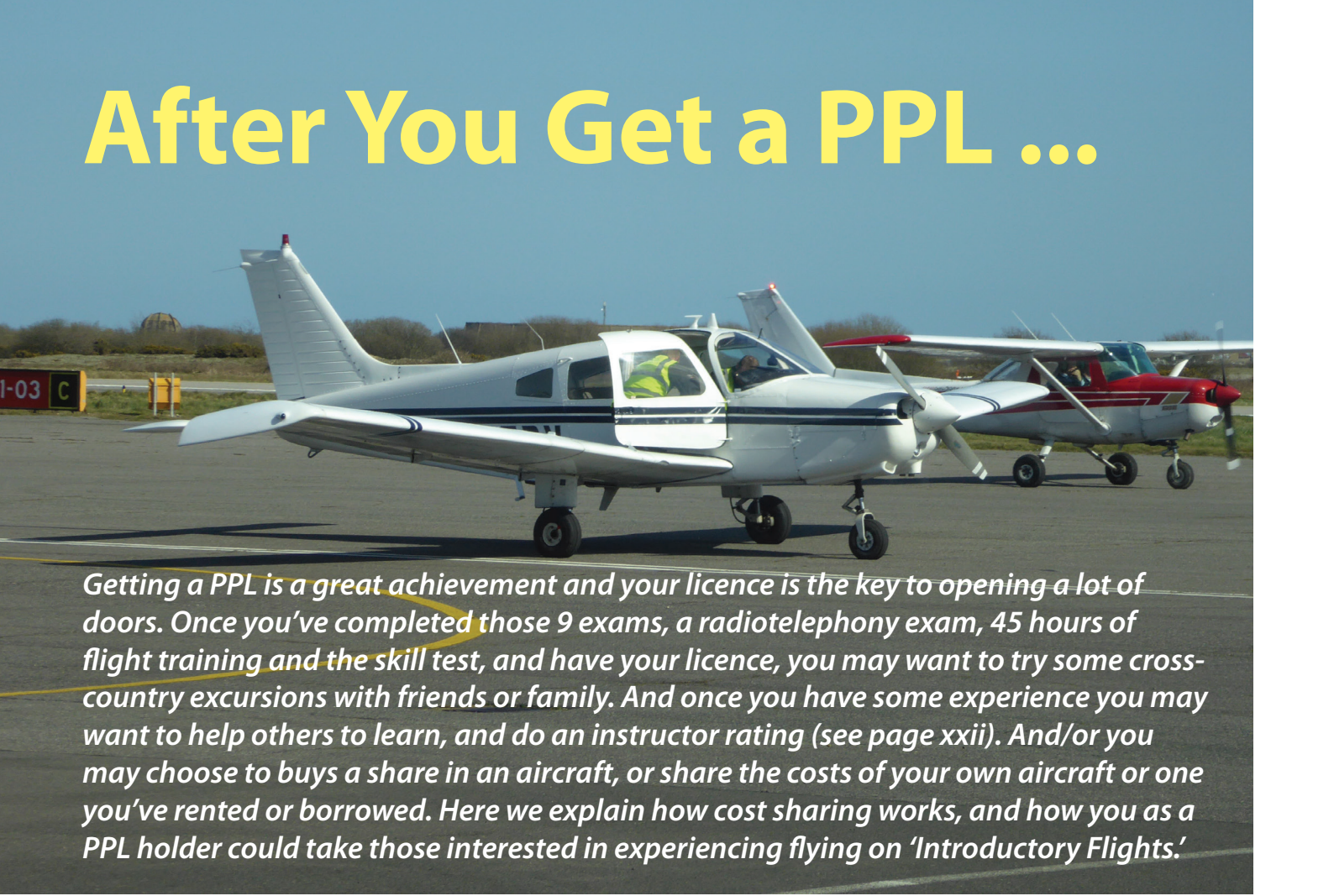
Communication July 28, August 2

Revision August 4

Exams August 9

It is not necessary to attend the full course and candidates can select the individual subjects they wish to study from the published dates. You do not have to be a member of AOPA to participate. Further details can be obtained from Mandy at the AOPA office on 0207 8345631 or mandy@aopa.co.uk

After You Get a PPL ...



Getting a PPL is a great achievement and your licence is the key to opening a lot of doors. Once you've completed those 9 exams, a radiotelephony exam, 45 hours of flight training and the skill test, and have your licence, you may want to try some cross-country excursions with friends or family. And once you have some experience you may want to help others to learn, and do an instructor rating (see page xxii). And/or you may choose to buy a share in an aircraft, or share the costs of your own aircraft or one you've rented or borrowed. Here we explain how cost sharing works, and how you as a PPL holder could take those interested in experiencing flying on 'Introductory Flights.'

Cost Sharing

Changes in European regulations have redefined the rules on cost sharing and non-commercial flights. The changes apply to non-complex aeroplanes and helicopters, sailplanes and balloons.

In this case the term non-complex should not be confused with the terminology used for, say, a single engined piston aeroplane with fixed landing gear and fixed propeller or complex for a single engined piston aeroplane with retractable landing gear and variable pitch propeller. In this case the definition of a complex aircraft is as defined in Article 3 (letter (j)) of the Basic Regulation:

After August 2016, the changes should apply to EASA aircraft throughout the EU. For non-EASA aircraft the application of these regulations will be dependent on implementation by the relevant member state.

In the UK, the CAA has already implemented the changes, so be aware, if leaving UK airspace, that other EU states may not yet have implemented the changes. The intention of the regulatory

“The intention of the regulatory changes is to allow cost sharing between friends and colleagues and not to provide an air taxi service to members of the public.”

changes is to allow cost sharing between friends and colleagues and not to provide an air taxi service to members of the public.

In the UK, both EASA and non-EASA aircraft, including those on a permit to fly may be used, although if the aircraft is being hired for the flight, it must have either a Certificate of Airworthiness or be a type approved Permit To Fly aircraft, which is already permitted to be used for self fly hire within the terms of relevant exemptions.

‘Complex motor-powered aircraft’ shall mean:

An aeroplane:

- with a maximum certificated take-off mass exceeding 5,700 kg, or
- certificated for a maximum passenger seating configuration of more than nineteen, or
- certificated for operation with a minimum crew of at least two pilots, or
- equipped with (a) turbojet engine(s) or more than one turboprop engine;

or

A helicopter certificated:

- for a maximum take-off mass exceeding 3,175 kg, or
- for a maximum passenger seating configuration of more than nine, or
- for operation with a minimum crew of at least two pilots; or

A tilt-rotor aircraft

Cost Sharing

Key Points

- The maximum number of people who can share the direct costs of a flight has been increased from four to **six**, including the pilot.
- Direct costs include fuel, airfield charges and any aircraft rental fee.
- Any other costs not directly related to the flight, for example the annual cost of keeping, maintaining and operating an aircraft, cannot be shared and no profit can be made.
- *The requirement for those costs to be shared equally has been removed.*
- How much each individual person pays is not prescribed, but the pilot must pay something.
- A flight can now be advertised in advance, but it should be made clear that it is a cost sharing flight, and not commercial air transport under an Air Operator's Certificate (AOC), since it is an offence to advertise the sale of a public or commercial air transport flight without being in possession of an AOC.

Introductory Flights

Introductory flights are a new EASA provision designed to allow people to be taken on air experience tours in light aircraft. Provided the following conditions are met, **it is not necessary for the pilot to be an instructor** or for the flight to be operated under commercial air transport rules: The flight must be performed either via an EASA approved training organisation (ATO) with its principle place of business in the UK, or through an organisation created to promote aerial sport or leisure aviation, on the condition that:

- **The aircraft is either owned or dry leased by the organisation;**
- **Any profit made from the flights are kept within the organisation; and**
- **If non-members of the organisation are involved, for example members of the public, the flights represent only a marginal activity of the organisation.**

In the UK, EASA and non-EASA aircraft may be used. However, they must have a valid Certificate of Airworthiness, or be a type approved Permit To Fly aircraft that is permitted to be used for remunerated training and self fly hire within the terms of relevant exemptions. Trial Flights are not designed to replace the trial lesson in which a qualified instructor would give flight instruction. Flight time as a passenger on an introductory flight will not count as training towards the grant of a pilot's licence. While holders of private licences may conduct introductory flights, they may not personally receive any payment for doing so.

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After You Get a PPL ...

So You've Gained Your Pilot Wings – What Next?

The AOPA Wings Scheme

By Mick Elborn



It is a sad fact that the majority of Pilots stop flying within 5 years of earning their Pilot licence, despite the financial and emotional investment. It seems that many stop flying because they either get bored or lose confidence in their ability.

How do you prolong your enthusiasm for and enjoyment of flying and get the most out of your investment?

The answer for many long time flyers is to get involved with your local flying community through:

1. Social Clubs/Flying Groups
2. Organised flying trips away from base
3. Flying with a Mentor or Flying Friend
4. Social events with learning activities

Keep expanding your horizons and don't get trapped into a cycle of solitary flights in a club aircraft, hired for an hour or two, keeping to the local area or landing away at the same local airfields time after time.

If you are not in a position to own your own aircraft, buying a share in a well run group aircraft can be an affordable way to fly. If the group has a good social

side you may have the opportunity to fly with other members and extend your flying range by sharing the flying.

“Keep expanding your horizons and don't get trapped into a cycle of solitary flights in a club aircraft, hired for an hour or two, keeping to the local area or landing away at the same local airfields time after time.”

As a pilot you will be used to planning each flying trip, so why not have a plan for your continued flying enjoyment and development?

The AOPA Wings Award Scheme, the first of its type and the first to be endorsed by the CAA's PROUD initiative, provides you with a structured framework to do just this. It is freely

available to be adopted by any Flying Club, Pilot Group or individual Pilots, You can even propose your own local activities to make the scheme more meaningful to you where you are based, subject to validation by AOPA.

The scheme is open to all Private or Professional Pilots flying single pilot aeroplanes or helicopters, whether or not they are AOPA members. In meeting the requirements of the scheme the applicant is expected to seek to attain high standards in training, engage in thorough preparation, make the correct use of standard operating procedures and display sound levels of airmanship.

There are four levels of award in the scheme:

Bronze
Silver
Gold
Platinum

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For BRONZE

Bronze wings are offered FREE to anyone who has gained a pilot licence and applies to AOPA.

For the higher levels of award, additional criteria need to be met:
Minimum Flight Times, both Total and as Pilot-in-Command (PIC);
Achievements;
Seminar Attendance;
Air Touring Experience;

For SILVER

An accumulated total of 300 nm of touring flights of not less than 30 nm per flight;
The pilot is to be PIC for each flight claimed;
the aerodromes of departure and arrival must be different; and
the pilot must have flown at a total of no less than 3 different aerodromes.

For GOLD

An accumulated total of 500 nm of touring flights of not less than 30 nm per flight, which may include previous touring flights at Silver level;

One flight is to be a VFR cross-country flight, which may include an overnight stop, of at least 300 nm (aeroplanes) / 100 nm (helicopters), in the course of which full stop landings at 2 aerodromes different from the aerodrome of departure are made; each leg should be flown consecutively;
The pilot is to be PIC for each flight claimed;
the aerodromes of departure and arrival must be different (except for the 300/100 nm flight); and
the pilot must have flown at a total of no less than 4 different aerodromes.

For PLATINUM

An accumulated total of 600 nm of touring flights of not less than 30 nm per flight, which may include previous touring flights at Silver and/or Gold level. One flight is to be a VFR cross-country flight, which may include an overnight stop, of at least 450 nm (aeroplanes) / 150 nm (helicopters), in the course of which full stop landings at 3 aerodromes different from the aerodrome of departure are made; each leg should be flown consecutively;

The pilot is to be PIC for each flight claimed;
the aerodromes of departure and arrival must be different (except for the 450/150 nm flight); and
the pilot must have flown at a total of no less than 5 different aerodromes.

Full details and application forms can be found on the AOPA UK website at www.aopa.co.uk.



Speaking French to the French

MARTIN WELLINGS gives a lesson in aviation French for private pilots ...

"The Cardinal rule – don't let a lack of knowledge of French get in the way of a good French meal over the Channel!"



We all know that English is the international language in aviation, but not quite international, as at small airfields in France, or when there is no air traffic service, French is de rigueur (as they say in France). One does not need to get hung up on the language issue, and the basic procedure can be boiled down to a few basic phrases, particularly when the requirement to speak French is usually when there is no ATC operating, and you are just advising other French pilots. The basic drill is to prefix the call "Le Touquet traffic" (or other airfield) and pass the message, so just add one of the very basic phrases.

Arrival/Join:

C182 (a/c type) inbound to you
C182 a destination de vos installation
(C182 are destinasyon der vozs instalassion)

Inbound from
En provenance
(Oh provydaruse)

Level at 2,000 feet
Stable a deux mille pied
(Starbler ah der meal pee-ed)

Estimating overhead at 53
Terrain estime a 53 (cinq trois)
(Terra estimay ah 53 (sank twa))

In the Circuit:

Overhead
Verticale – (Vertycal)
Downwind (left hand/right hand)
Vent arriere (main droit/main gauche) – (Vont arryair (man d'wat/man go-sh))

Base
En base (Oh bass)
Finals (for 32/14.)
Finale (pour 32/14) (Feenal (poor tront der/cat-oars))

Going Around
Remis des gaz (Remy day gaz)
Runway vacated
Piste degage (Peest daygarjay)

Taxi & Departure:

Taxi
Taxi (Taxi)
Holding point
Point d'arrêt (P'want darray)
Backtracking
Remonte (Remontay)
Lining up
M'aligne (Ma-lean)
Take-off
Décollage (Daycollage)
Climb
En montee (Or monty)
Right/Left turn out
Virage a droit/gauche
(Veerage ah d'wat/gauch)
Leaving circuit to north/south
En sortie de circuit dans le nord/sud
(Or sorty der circy daw ler nor/sood).

121.5 MHz D&D Guide for Pilots



This article is designed to be kept as a handy reminder of how to use the Distress & Diversion cell if lost or disorientated in flight.

Remember, it makes sense to practice!

*By Flt. Lt. Nick Perrott
Officer Commanding
Distress and Diversion Cell*

The weather forecast is good and you have a spare day to go flying. Why not brush up on your navigational skills and land away at an aerodrome you have never visited before? What could possibly go wrong? Better make sure that the aeroplane is full of fuel and do a thorough external check – it has been unused for well over a month. Everything checks out and you are ready to go!

All is fine and the navigation is going according to plan, avoiding controlled and restricted airspace, but it is getting a bit hazy and the north westerly is picking up. The engine sounds a bit rough, but it is a good workhorse and has never let you down. The GPS that was fitted three months ago is great and the instruction handbook you read this morning was easy to follow.

The transponder is set to 7000, but you have not had a mode C airborne check in ages. The trim setting is fine, but you are adjusting it much more than usual and the wheel is very stiff; anyway, back to remembering what that manual said. You look up and it is apparent that you are unsure of your position, but it is not a problem - just press on.

Now you are lost - but surely very soon you will recognise a landmark? Now the engine is sounding very rough - let's just press on, it has never let you down (if you say it often enough you will start to believe it).

You are now very concerned and are unsure at first what to do or who to call.

You remember that the emergency frequency is 121.5 MHz and decide to call Distress and Diversion (D&D), but you have not called them in years.

What do you say?

What can they do for you?

"Am I going to die?" you think to yourself.

It all sounds melodramatic but does happen. You would be amazed how a few basic mistakes can snowball; if any doubt exists, do something rather than nothing!

D&D is manned 24 hours to provide an emergency and fixer service for all military and civil aircraft on 243.0 Mhz and 121.5 MHz.

Experienced controllers and support controllers are able to provide assistance and guidance to all aviators, and practice calls are highly recommended.

D&D have the facilities to provide a fixer service for aircraft in an emergency or practice emergency on VHF.

This service provides a non-radar position report based on Direction Finding (DF) equipment and may have a +/- error of 3nm.

Radar can be used in conjunction with DF for an accurate position report inside radar coverage; but the use of a transponder makes identification much quicker and easier. Therefore, it is essential that you can operate all the equipment inside the aircraft. One day it may just save your life!

D&D assimilate and disseminate information on aircraft emergencies; such information is critical to provide the best possible outcome. Emergencies are broken down into two categories:

DISTRESS

A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance. A MAYDAY should be declared.

URGENCY

A condition concerning the safety of an Air System (including lost) or other vehicle or of some person on board or within sight, but does not require immediate assistance. A PAN should be declared.

Both emergencies can be passed on behalf of another aircraft if it is seen in distress and doubt exists about its safety.

ADDITIONAL USEFUL FACTS:

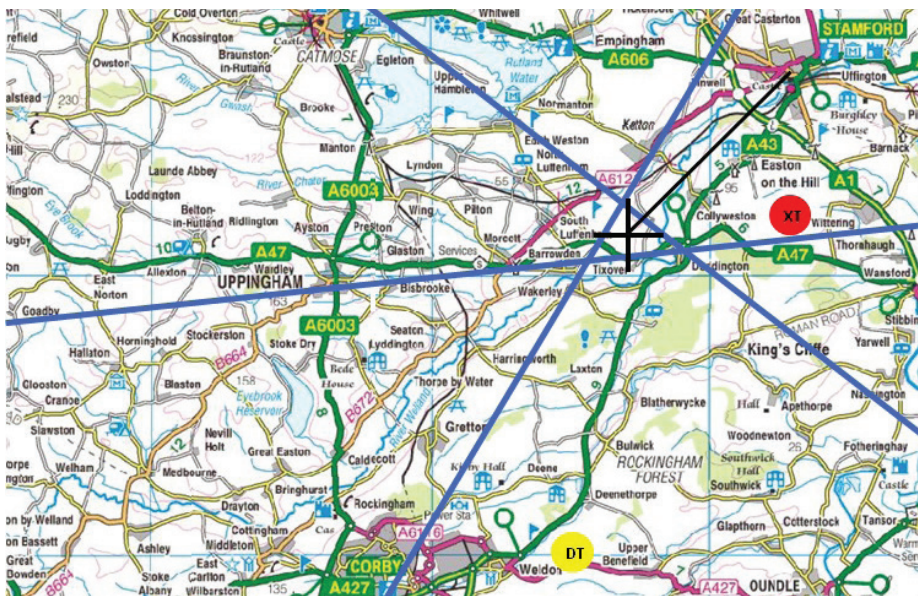
- D&D can provide information in an emergency on airfield serviceability, opening times, runway lengths, weather and its tendency, regional pressure settings and myriad additional information through official publications and contacts...
- Additionally, we can request assistance from the Police, Fire and Medical services or receive information from them...
- The Rescue Co-ordination Centre at Fareham have the authority to launch rescue helicopters based around the UK, a helicopter is automatically launched if a MAYDAY call is received...
- Helicopters are strategically based around the UK, and are at 15 minutes Readiness State during the day and 45 minutes by night...
- The service that D&D provide is unique to the UK and available to you. Practice calls are actively encouraged from all aviators. The more you practice the easier it becomes. If you do not get it right the first time just call again until you are happy...

You can download a Pilot's Guide to D&D and Practice Emergencies via the RAF(U) Swanwick website (www.raf.mod.uk/latccmilswanwick)

We look forward to your next call; remember, the service is free and we need the practice too!

For more information please contact:
 Flight Sergeant Jay Ferguson
 RAF (U) SWANWICK
 HAMPSHIRE SO31 7AY

Name: Jay Ferguson
 Email: SWK-MCO@MOD.UK
swanwickmco@gmail.com
 Tel: +44 (0)1489 612691
 Fax: +44 (0)1489 612392
 Mobile: +44 (0)7768 290529



Triangulation.



D&D Base of DF coverage on 121.5

Position fixes can be obtained instantaneously on transmission when within the London TMA down to and including 2000'.

Outside the London TMA down to 3000'. (Below these altitudes DF coverage may still be available depending on obstacles / atmospheric conditions / distance from DF receivers).

Position Fixing

D&D has the unique ability to provide accurate position fixing using DF (Direction Finding) traces on an Auto-Triangulation display.

The system has the following advantages:

The display uses Ordnance Survey mapping to enable position reports with reference to towns/villages/geographical features.

Steers can be provided to the nearest aerodrome or any aerodrome requested by the pilot.

The system can be used for any pilot within the UK FIR and it is a free service.

The service is available 24 hours a day every day.

The service is available for pilots who are lost or unsure of position.

The service is available for practise/training fixes whenever requested.

The D&D Cell encourages training fixes for controller training.

Contact Details

Address -

Distress and Diversion
Box 13
London Area Control Centre
Sopwith Way
Swanwick
Hampshire
SO31 7AY

Telephone -

Military - 95586 2691
Civil - 01489 612691
Fax - 01489 612392

E-Mail - d&d.mil@nats.co.uk

**Aircrew and ATC are encouraged to visit.
Please contact D&D via details above for more information.**

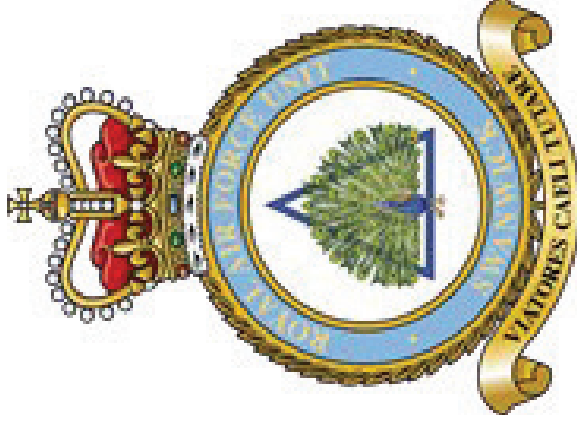
Pilot Notes

Remember - we are here to help you.



Updated Feb 16

Distress and Diversion Cell (D&D)



Callsign "London Centre"



Distress and Diversion

The Distress and Diversion Cell is the emergency centre of RAF(U) Swanwick, based at the London Area Control Centre (LACC) near Southampton. The purpose of this pocket brief is to provide you, our aircrew customers, with essential safety and operational information needed for us to assist you when in an emergency. Our main aim remains to provide you with a safe and accurate service irrespective of your status to enable you to complete your sortie and for us to continue to provide enroute safety information to other airspace users.

Please do not hesitate to contact us with any queries related to our area of operations.

Unit Tasks

Assistance to aircraft in emergency.

Carry out tracing action for missing/lost AC.

Facilities for Practice Emergency procedures on UHF and VHF Guard.

Provide an air traffic service to AC in emergency or transit to a diversion aerodrome.

Search and Rescue alerting service for both Military and Civil ac on UHF and VHF Guard.

Maintain and disseminate up to date weather information and serviceability state for



Distress and Diversion Areas of Responsibility

Airspace and Coverage

The D&D Area Of Responsibility (AOR) covers the entire UK out to the FIR boundary. Within this AOR the D&D cell is open 24hrs a day 365 days a year, monitoring both 121.5 and 243.0. D&D will respond to any emergencies that occur.

Emergency Frequencies

243.0 - **Military Guard emergencies.**

245.1 - **Military emergency practices.**

121.5 - **Civil emergencies.**

VHF DF Sites are located at:

Benbecula, Brawdy,
Cambridge, Chivenor,
Coningsby, Culdrose,
Leeming, Leuchars,
Linton-on-Ouse,
Little Rissington, Lossiemouth,
Manston, Newcastle,
Northolt, Odham,
Portland, Prestwick,
Shawbury, Silloth,
St Athan, Stormoway,
Thorney Island,
Tiree, Valley,
Wattisham, West Freugh,
Wick, Windyhead,
Wittering, Woodvale
and Yeovilton

PHRASEOLOGY

LISTEN OUT BEFORE TRANSMITTING

Aircraft - "Practice Pan x3, Callsign, Practice Pan".

London - "Callsign, London centre, Practice Pan acknowledged, Pass details when ready"

Aircraft - "Practice Pan, Callsign, nature of Practice emergency and assistance required".

Or...

Aircraft - "Training fix, Training fix, Training fix, Callsign Training fix".

London - "Callsign, London Centre, your position indicates do you require further assistance?".

Note: position information is derived from Direction Finding (DF) equipment and not radar, hence position reports may have a +/- error of 3nms. If you require an exact position, Radar Identification is required.

TOP TIPS

Emergency squawk 7700,
RT Failure 7600,
Hijack 7500
FIR Lost 0030

– Please use them – if in a **real** emergency or lost, it will get our immediate attention and aid your identification.

When changing squawk to 7000 please be careful as it is only 1 digit away from 7700! We deal with every 7700 as an actual emergency.

If you file a flight plan IFR or VFR and deviate from it please **tell someone** as tracing action will be taken.

Also if you are in receipt of an ATS and lose RT contact with the unit, when you have landed please let the unit know or we will assume you have had a problem and tracing action will begin.

Call early as pride can be a killer. Please practice as much as you want. It is free and one day it may save your or another person's life.

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2016/17 Listing of AOPA Corporate Members and their aircraft.

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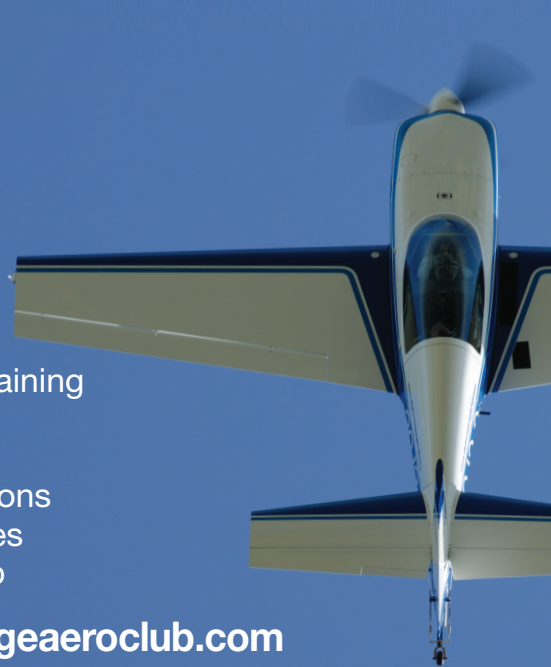
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Have you ever thought about becoming an instructor?

NICK WILCOCK outlines what you need to become an instructor. You don't need a CPL but you do need the theory. And you can be paid...

At a couple of recent AOPA UK committee meetings, we learned that there appears to be a looming shortage of PPL instructors. So I asked around IAOPA (Europe) and several AOPAs advised me that they're also beginning to see a shortage. It's reported that airlines are beginning to recruit again, so perhaps some existing instructors are heading that way - but why are so few people coming forward to replace them, unless they too are hoping to build hours before applying to the airlines? Perhaps the main reason is that most PPL holders don't actually know what options are available to them as potential instructors, so let's have look at them:

Do I need a CPL to be paid?

If you hold a Part-FCL PPL, then no you don't! Under FCL.205A(b), the holder of a Part-FCL PPL(A) with instructor or examiner privileges may receive remuneration for the provision of flight instruction for the LAPL(A) or PPL(A).

Do I need to sit loads of exams?

When EASA launched NPA 2008-17b, the intention was that an instructor only needed to hold the licence or rating for which instruction was being given. So to teach at PPL level, you should only need to hold a PPL. IAOPA warmly welcomed this, but some Member States and, it has to be said, perhaps a few self-interested organisations, objected to this. So EASA was obliged to amend FCL.915.FI(b)(2)(i), requiring FI (Aeroplanes) applicants to have met the requirements for CPL knowledge. Which means passing the CPL exams even if you just want to instruct PPL.

What about the LAPL/FI?

LAPL holders may not include an instructor certificate in their licences; all *ab initio* LAPL instruction has to be provided by at least a PPL/FI. Originally there was to be an EASA animal termed a Light Aircraft Flight Instructor to support the needs of LAPL training, but with lower training requirements than are required for an FI.

This proposal was also rejected; as a compromise, following observations by certain Member States, the CPL exam requirement does not apply to FIs wishing to instruct only for the LAPL and associated ratings. So if you want to instruct for the LAPL, first persuade your local club to start marketing the LAPL rather more positively. Then, once you meet the pre-course prerequisites, you can start an FI course without needing to sit any more EASA exams. You will also be able to instruct for the NPPL and if any of your students decide to change to a PPL course instead of a LAPL or NPPL course, then any training you may have given to them can be credited towards the PPL.

Pre-course prerequisites?

Paraphrasing FCL.915.FI, a PPL-holding applicant for an FI(A) certificate must have:

- *Received at least 10 hours of instrument flight instruction on aeroplanes, of which not more than five hours may be instrument ground time in an FSTD.*
- *Completed 20 hours of VFR cross-country flight as PIC on aeroplanes.*
- *Except for an FI(A) providing training for the LAPL(A), met the requirements for CPL theoretical knowledge.*

• *Completed at least 200 hours of flight time on aeroplanes or TMGs, of which 150 hours must be as PIC.*

• *Completed at least 30 hours on single-engine piston powered aeroplanes of which at least five hours must have been completed during the six month period preceding the pre-entry flight test for the FI course.*

• *As PIC, completed a VFR cross-country flight of at least 300 nm, including two intermediate landings.*

So an experienced PPL holder may well find that he/she already meets most of the prerequisites to provide instruction for the LAPL, but then if you're hoping to instruct for the PPL, we come back to the topic of exams. It's becoming evident that the CPL exam hurdle is the one real obstacle faced by the suitably experienced PPL holder who would like to do some instructing, perhaps on a part-time basis as an escape from the day job. But in previous times, the pre-course requirements included an exam to check that the aspirant FI had the appropriate level of theoretical knowledge, rather than CPL knowledge.

Even the Basic Regulation states that flight instruction must be given by 'appropriately qualified instructors', who meet the theoretical knowledge and experience requirements 'appropriate' for the instruction being given, rather than any commercial level theoretical knowledge requirements.

So we think that it's high time to press-to-test on this and to propose a return to rather more pragmatic previous ways. At the forthcoming EASA FCL

Implementation Forum I intend to seek members' views concerning a proposal for the amendment of FCL.915.FI(b) (2) to include an option of 'a pre-course written exam approved by the competent authority and conducted by the ATO, which will confirm that the FI(A) course applicant has demonstrated an appropriate level of theoretical knowledge to be able to exercise instructional privileges for the PPL(A) and LAPL(A).' This would be a rather more proportionate approach.

Several European AOPAs are already supportive, as are the UK ATOs with whom I've spoken. AOPA already has the Ground Instructor Course pre-entry written exam, so with a little tweaking and titivating, a pre-FI course exam could be developed pretty quickly from the GIC exam. But at the meeting we were told that the group considering Learning Objectives is already looking into a reduction of theoretical knowledge requirements for PPL/FIs, so perhaps change is in the air?

'...a pre-course written exam approved by the competent authority and conducted by the ATO, which will confirm that the FI(A) course applicant has demonstrated an appropriate level of theoretical knowledge to be able to exercise instructional privileges for the PPL(A) and LAPL(A).'

Are other instructional qualifications available at PPL level?

Yes, the Class Rating Instructor. A CRI on single pilot aeroplanes may provide training for existing licence holders, such as the 'training flying with an instructor' required for revalidation and may also, if suitably qualified, conduct aerobatic rating training.

Quite a useful qualification, no CPL exams needed and the course itself only requires three hours of flight instruction, plus 25 hours of teaching and learning instruction and 10 hours of technical training.

See CAP 804 Part I Section 4 part J subpart 3 for full details - and if you haven't already done so, download CAP 804 from the CAA's website.

A CRI who is an acknowledged expert in a specific field or on a particular aeroplane is a useful person from whom a pilot might seek the relevant training for such purposes.

What does the FI course include?

Having met the pre-requisites and passed the pre-entry flight test, the course itself consists of:

25 hours of 'teaching and learning'

100 hours of theoretical knowledge instruction

30 hours of flight instruction and, finally

An 'assessment of competence' taken with a Flight Instructor Examiner, which also includes a ground oral examination.

Your own flying skills will need to be of a good standard and the pre-entry flight test will soon identify areas which might perhaps need a little more polish.

The ground training is intended to ensure that you can brief a student competently in both flying exercises and technical subjects, before you put them into practice with your FIC instructor in flight.

You will be taught to identify and rectify any student errors in a manner which will encourage your student, rather than the "Look, you numbskull, I've told you how to do it, I've shown you how to do it, I can do it, the aircraft can do it - so why the hell can't you do it?" style which some of us may remember from the bad old days!

Of course you will also learn how to conduct a post-flight debrief for your student in a clear, concise and constructive manner.

Are there any restrictions on newly-qualified instructors?

Initially, you will be under the supervision of another instructor nominated by your training organisation and you will not be permitted to supervise first solos or first cross-country solos until you have gained more experience. But once you have flown 100 hours of flight instruction, supervised 25 student solo flights and gained the approval of your training organisation, these restrictions will no longer apply.

Are there any FI revalidation requirements?

Yes. The FI certificate is valid for 3 years and may only be revalidated if you have met the relevant criteria by completing two of the options of having either

1. Conducted 50 hours of flight instruction, 2. Received refresher training at an FI seminar or, 3. In the final year of the validity period, passed an assessment of competence. For at least every alternate revalidation, the assessment of competence is a mandatory requirement.

But will I earn much money?

It's perhaps not fair to accuse training organisations of paying their FIs as little as they can get away with, although at times some FIs might feel that this is indeed the case! In recent years, airline recruiting hasn't been particularly buoyant and there were few financial retention incentives for FIs, given that there were probably more around than the training world really needed. But things are beginning to change; for example, one popular UK airline has recently announced significant expansion and has placed a pilot supply contract with a major European ATO, which itself has now launched an FI recruitment drive.

Faced with all its FIs rushing off to the airlines, it's indeed likely that instructors' pay might improve. But don't forget that the cost of any pay increase will probably have to be recovered from the customers; to remain competitive, most flying training organisations try to keep their flying rates as low as possible, otherwise prospective trainees will look elsewhere. If airline recruitment really does take off at the level many predict, training organisations are going to find it much harder to retain their FIs, particularly those who have already obtained CPLs. Amending the Aircrew Regulation can often take many years, so if we are to avoid a dearth of PPL-level FIs in the coming years, we need to highlight the CPL exam problem to EASA without delay and that's my intention. Meanwhile, flying clubs could help themselves by looking more at the LAPL and by encouraging their more experienced PPL-holding members to think about becoming LAPL-level FIs. Worth thinking about?

CAP 804 is available as a PDF on the CAA website, www.caa.co.uk.

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