

CRI Seminar, a new coach and e-learning on the web

A Pilot Coaching Scheme update from PCS Chairman Jon Cooke

THERE is no slowing down for the Pilot Coaching Scheme (PCS) just because it's winter. We have been busy conducting training for LAA coaches and I hosted our annual Class Rating Instructor Seminar at Turweston Aerodrome on 15 January. This year we invited any Class Rating Instructor (CRI), in addition to LAA coaches who are all CRIs or Flight Instructors, in a move designed to improve instructing standards and to be a focus for the support of all CRIs.

Irv Lee presented on behalf of NATS, which now has an excellent website (www.nats.co.uk) with regular updates on changes likely to affect you. A couple of useful downloads you may be interested in are a 'listening squawk' map and some educational radar replays from actual events. The example that Irv played at the presentation showed an incident that came close to a collision due to the pilot not having his altitude reporting turned on. This highlights a recent change in recommendations whereby pilots are now encouraged not to make the same mistake.

Mike Grierson is a presenter at the On-Track Aviation Flight Instructor Seminars and is extremely knowledgeable about forthcoming changes due to the implementation of EASA regulations. He gave a presentation which highlighted several changes of relevance to LAA members.

John Brady was also on hand to assist and, with the event being well attended with a good mix of experience to enliven debate, a broad base of subjects was discussed including CRI privileges, recent changes to legislation, SEP and SSEA revalidation, NATS airspace awareness and infringements, and PPL mentoring. The overall feedback was that the event was a great success and it is my intention to plan future seminars with training for LAA Coaches and CRIs.

NEW COACH

As some of our coaches retire from their LAA duties, I have been looking to provide suitably experienced pilots to replace them. I conducted another CRI course in December, this time for John Bain, whose day job is flying small passenger-carrying twins around the Orkney Islands. John has a great deal of experience, with 6,000 hours on light singles and twins, plus 2,500 hours on microlights.



John Bain, a new PCS Coach for Northern Scotland

Interesting discussion at the LAA CRI and Coaching Seminar

He has owned a number of C of A and Permit aircraft, and is also an LAA Inspector.

To make John feel at home, it was below freezing all week at Leicester Aero Club, with the temperature dropping below -10°C on two of the days. Even so, he thoroughly enjoyed the training and flight test, and has now joined us as an LAA coach in Northern Scotland. This brings the total number of coaches to 45, broadly spread about the UK so that you don't have to travel too far to find one.

THE YEAR AHEAD

There is a lot of work planned this year for the Pilot Coaching Scheme. The next few months will see the introduction of a couple of e-learning courses on the website for LAA coaches and members, to go with the Coaching Scheme Leaflets and Course syllabi already there. I am also putting in place the documentation to take us from a CAA and JAR-FCL Registered Facility to an Approved Training Organisation, as required under EASA.

EASA is currently presenting further challenges, not least of which is the issue of using flight time in Annex II and Permit to Fly aircraft against the revalidation and renewal of class ratings in EASA licences. Rest assured that the LAA is involved in discussions at the highest level where your licence privileges are concerned.