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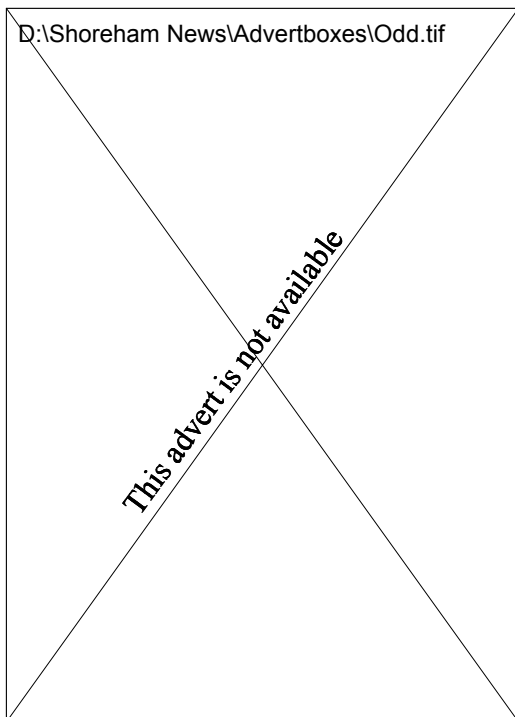
SHOREHAM AIRPORT NEWS

ISSUE NUMBER 12



DECEMBER 1999

A MERRY CHRISTMAS & A HAPPY NEW YEAR &



JUST PASSING THROUGH?



No, the Cessna Citation registration G-TTFN, shown in our photograph, is being operated from Shoreham by a local businessman on a regular basis. The jet is operated by Falcon Jet Centre

based at Heathrow and it is believed that the aircraft will be at Shoreham for quite some time. We understand that It will be used for private business flights well into the new year.



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CLOCK & CAROLS

I am sure by now everyone knows that the appeal reached the set target and most will have seen the clock working.

We have decided to hold a ceremony to "unveil" the clock and this will take place at 6.30pm

on December 15th. Geoff Howitt, Chair, Adur District Council and Ian Lowrie Chief Executive will "unveil" the time piece.

Everyone is welcome to attend and there is a Carol Service at 7.00pm afterwards to which

everyone is also invited. The Airport Chaplain, Revd. Gerald Kirsch will officiate at the Carol Service and I hope that our readers will accept this invitation to both the Clock ceremony and the Carol Service. I look forward to meeting you there.

Licence and rating renewals under the new JAR/FCL regulations

PPL Licence Renewal – Single Engine Piston (SEP)

Under the new rules a certificate of experience is required with a validation period of 24 months. In order to obtain such a certificate a pilot must have flown at least 12 hours within the previous 24 months. There is no requirement for the 12 hours to be spread over the specified period, but they must be flown within the last year of the period. Additionally the 12 hours must have included 12 take-offs and 12 landings, and 6 hours must have been as Pilot in Command (P1). During the last three months of the period a 1hour proficiency check with an instructor (NOT necessarily an examiner) must be completed, entered and signed into the pilot logbook. Should the instructor deem the pilot not fit, the pilot's licence becomes invalid from that point, no matter how much longer the licence should run. Under such circumstances a period of retraining must be undertaken until competency has been re-established and a further flight carried out with an instructor and signed off.

The proficiency check cannot consist of just circuits, as the pilot is required to demonstrate his skill in all aspects of flying. In order to obtain a new "2 year licence" the pilot must also present a valid medical

certificate. One of the changes to these rules is that a Medical Certificate can be renewed within 45 days of the date of expiry and the new one will not commence until the current certificate has expired.

PPL Licence Renewal – Multi Engine Piston (MEP)

The licence renewal is valid for 12 months and during that time the pilot must show that 10 sectors have been completed – a sector being a minimum of a departure, a 15 minute cruise and an arrival, once again circuits cannot be used as the 15 minute cruise would not be able to be performed. The pilot is also subjected to an annual test of competency and if 10 sectors have not been completed then one sector flown with the examiner together with the competency test will be accepted.

IMC Renewal

Here there is little change although multi engine pilots can combine the IMC and Multi test. This means that every year the pilot will perform either a combination or just the Multi test of competency. The IMC Rating is still only valid in the UK.

Night rating

To be current a pilot must have completed at least 5 takeoffs and 5 landings at night within the previous 13 months. The new 90-day validity applies to the rating, which means that passengers may not be carried unless within the previous 90 days 3 takeoffs and 3 landings have been completed, one of which must have been at night. Owner pilots can revalidate themselves but it is likely that club pilots will be required to undertake a check flight with an instructor.

Variant Training

This applies to complex types or variants such as retractable undercarriage, variable pitch propellers, tailwheel etc. Once proficiency is achieved differences training is valid for 2 years and entered into the pilot logbook. If a variant is not flown during this period, retraining is required, however only one flight in the period is needed to maintain validity.

In order to ensure that we have interpreted the regulations correctly this document has been checked and approved by an aviation lawyer, Dorothy Hockings, who works on the airport as an instructor examiner and was the subject of an article in last month's edition.



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