



Channel Island Remote Pilot (Small) Qualification CI-RP(s)

Course Offer

1 CI-RP(s) Course Summary

- 1.1 The aim of the Channel Island Remote Pilot (small) course is to train and qualify Remote Pilot students to the highest standard in order for the student's company to gain a Permission for Aerial Work for Small Unmanned Aircraft <20kg in accordance with the standards required by the Channel Island Director of Civil Aviation and in compliance with the Air Navigation (Jersey) Law 2014 and/or Air Navigation (Bailiwick of Guernsey) Law 2012 as amended.
- 1.2 The course has been designed specifically for the Channel Islands based on current UK guidelines as issued by the UK CAA.
- 1.3 The course consists of a web based distance learning module, 2 day Ground School and half Day Flight Assessment.
- 1.4 Cost of the Course: £1200 (incl. GST)

2 What do you get for your money?

- i. Distance learning - Web Based Training and Pre Course Reading Material.
 - ii. Two day ground school based on UK CAA Guidelines tailored for Channel Island operations. (Lunches are included).
 - iii. A free re-sit of the ground school examination (if required).
 - iv. Flight assessment (demonstrating pilot competency on a single drone platform).
 - v. Assistance in the production and layout of the customer's own Unmanned Aircraft System - Operational Safety Case. (Operations Manual, Systems Manual and Operational Risk Assessment)
 - vi. Assistance in the production of an application to the Channel Island DCA for a Permit for Aerial Work.
- 2.1 An independent review of a customer's application for a Permission for Aerial Work.
 - 2.1.1 This will be reviewed against the following:
 - i. Operational Safety Case (Operations Manual, Systems Manual and Risk Assessment)
 - ii. Insurance certificate
 - iii. Pilot competency (Flight Assessment report)

3 Entry Requirements

- 3.1 You do not require any specific academic qualifications to undertake this course, however, previous flying experience of a Remotely Piloted Aircraft is essential before conducting your Flight Assessment.

4 Mandatory Requirements

- 4.1 Students are not required to hold flight insurance to enroll on to the CI-RP(s) course. This includes undertaking the Web Based training or conducting the Ground School phase of the CI-RP(s).
- 4.2 Students will, however, be required to hold as a minimum, a valid insurance certificate sufficient to cover all third party liabilities prior to attending their Flight Assessment.
 - 4.2.1 Membership of the British model Flying Association (BMFA) is sufficient evidence of insurance for Flight Assessment although the cover provided will not be sufficient for normal commercial activities.

5 Age and Medical

- 5.1 Pilots must be at least 18 years of age.
- 5.2 Please note that medical requirements stated during the course are only a recommendation and not mandated by the DCA for attending the CI-RP(s) course. However, candidates must ensure that they are medically fit to operate the relevant aircraft.
 - 5.2.1 It is our recommendation that students have the following medical assessments to ensure that they are medically fit to operate a RPAS. This forms part of the overall flight safety culture - fly safe, fly legal - in which the Ports of Jersey is actively championing throughout the evolving RPAS industry within the Channel Islands.
 - i. A UK NPPL medical declaration (*See UK CAA website for details*)
 - ii. A colour blindness test (red/green)
- 5.3 Candidates should ideally be able to read and write English to ICAO Level 4.
- 5.4 CI-RP(s) would like to give each candidate an equal opportunity to complete the course. We recognise, in line with normal academic practice, that candidates with documented learning difficulties can be afforded additional time in theory examinations. To qualify, a candidate should submit at least one form of evidence of their learning disability; this could be from a current employer, an academic institution, therapist, Doctor or Chartered Psychologist. Evidence should be attached to your original application form for review prior to the course.

6 Ground School Examinations

- 6.1.1 A summative ground school examination will be carried out on day 2 of the course to confirm the student's ability to satisfy the requirements of the Training Objectives.
- 6.1.2 Summative examinations will involve the examining of all Theory elements on a pass/fail basis and the Pass Mark is 80%. Any mark below 80% will be graded as a fail.
- 6.1.3 You will not be examined on your own operating procedures, OSC etc.

7 Examination Failure.

- 7.1 Students failing a ground school examination will be allowed to re-sit the examination at the end of the second day.
- 7.2 Only one re-sit per course is allowed.
- 7.3 Further re-sits if required will be charged at £100 per re-sit to include 1hr revision/remedial training prior to the examination. Alternatively, candidates may re-sit the whole 2 day ground school for a cost of £350.

8 UAS- Operational Safe Case

- 8.1 Candidates will receive our UAS-OSC Templates following the completion of the Ground School.
- 8.2 Candidates will be required to complete their UAS-OSC and have it approved prior to taking their Flight Assessment.
- 8.3 Completed UAS-OSC should be submitted to review@cidronesafety.co.uk

- 8.4 Your OSC will be reviewed twice. Our reviewers will return your original OSC with comments and amendments to make. Once these amendments have been made you return the document to us for a second review, if all comments have been addressed your OSC will be accepted and you are ready for Flight Assessment.

9 Flight Assessment

- 9.1 Flight assessments will consist of a standard aerial work tasking.
- 9.2 Candidates will be provided with details of your flight examiner and will be able to book a flight examination on a date and time to suit.
- 9.3 Flight assessments will normally take place in the morning or afternoon on a single day.
- 9.4 CI-RP(s) Course is only concerned with the competency of the Pilot in respect of safe operations and not with the airworthiness of the aircraft itself.
- 9.5 This is an operational flight examination and candidates will be expected to be proficient in the use of, and fully understand, their aircraft, its systems and their operating procedures.
- 9.6 Examinations will be tailored to and will be conducted on the basis of the capabilities of the candidates own system as specified in the candidates own operations manual. Assessments will be designed to ensure that the key elements required to operate UAS in a commercial environment are understood and demonstrated in a safe and proficient manner.
- 9.7 You will be examined on all aspects of your UAS-OSC from initial Flight Planning and Preparation, Site Assessment, Checklists and ensuring the safety of the flight operation. Candidates will be assessed on knowledge of their manual, basic flight competency and emergency procedures with specific emphasis on the "Fail Safe" procedures incorporated in the design of each aircraft.

10 How to register for the CI-RP(s)

- 10.1 Candidates wishing to undertake the CI-RP(s) Qualification must register their interest using JJ-FORM-410 which is downloadable from:
<http://www.cidronesafety.co.uk/cirps/>

11 Standards

- 11.1 The standards embodied in the CI-RP(s) qualification have been agreed with the Channel Island Director of Civil Aviation and are subject to continuous review and improvement.
- 11.2 Candidates who have successfully completed both the CI-RP(s) Ground School and Flight Assessment will be issued with a course Certificate and CI-RP(s) Pilot ID card.
- 11.2.1 Please supply 2 passport sized photographs for your ID card.

12 Gaining a Permission for Aerial Work

- 12.1 Having successfully completed the CI-RP(s) Course you will have the required pilot qualification and an approved Operations Manual from which to operate from.
- 12.2 You will need to obtain Commercial Operators Insurance.
- 12.3 Once all of the above is in place you will be able to apply to the DCA for Permission for Aerial Work.
- 12.4 Currently there is no charge for this permission, however, you may be required to cover the cost of an audit in order to renew your permission.