



# TrainingCom

NEWS FOR FLYING TRAINING PROFESSIONALS

## Winter 2015/16

News and advice for the training professional - knowledge, best practice and standardisation

### In this issue:

- Instructors signing revalidation of single engine piston and touring motor glider class ratings
- Examiner currency
- Is your flight examiner or FICl course student from a remote part of the UK or overseas?
- Senior examiner (Single Pilot Aeroplanes) seminars
- Stalling ... that old chestnut
- Best sources of information?
- Instrument ratings and IMC ratings (IR(Restricted)) misinterpretation
- Thinking of night flying?
- New alerting system launched

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### Instructors signing revalidation of single engine piston and touring motor glider class ratings

If they're specifically authorised to do so instructors can now extend the validity of single engine piston (SEP) and touring motor glider (TMG) class ratings when the licence holder meets the requirements for revalidation by experience.

To get authorisation an instructor's certificate must be (re)issued to include the privileges under the FCL.945 regulation. It was amended to:

**'FCL.945 Obligations for Instructors.** Upon completion of the training flight for revalidation of an SEP or TMG class rating in accordance with FCL.740.A(b)(1) and only in the event of fulfilment of all the other revalidation criteria required by FCL.740.A(b)(1), the instructor shall endorse the applicant's licence with the new expiry date of the rating or certificate, if specifically authorised for that purpose by the competent authority responsible for the applicant's licence'. This means the instructors certificate must, however, be (re)issued by CAA to include the privileges under FCL.945.

Here's some guidance on when an instructor can or cannot sign off:

1. Instructor 'X' completes the one hour flight with a pilot who meets all of the other requirements of FCL.740.A for revalidation of a SEP or TMG class rating. Instructor 'X' then signs of the pilot's licence and the CAA application/report form.

**This is fine. Instructor 'X' completed the training flight and can complete the administration as long as the other requirements have been fulfilled.**

**If the other requirements had not been fulfilled prior to the training flight the pilot can return to instructor 'X' to complete the administration when all the requirements are met.**

2. A pilot walks into the clubhouse having completed a one hour flight with instructor 'Y'. He then asks instructor 'X' to sign of his licence and complete the required CAA application/report form.

**Instructor 'X' cannot complete the administration as instructor 'Y' conducted the training flight. But, as long as instructor 'Y' has the FCL.945 endorsed on his licence then he/she can complete the paperwork. Alternately the pilot can ask an examiner to finish the paperwork.**

3. An airline pilot meets the requirements of FCL.740.A and is exempt from the one hour flight as he has taken a proficiency check as part of his airline flying. He asks Instructor 'X' to complete the sign off and CAA application/report forms.

**Instructor X can't sign off. The airline pilot will need to find an examiner to do this.**

- If you're unsure of how you can revalidation an SEP or TMG class rating why not discuss it with a current examiner.
- Examiners qualified to revalidate SEP/TMG class ratings by experience are not required to gain the specific authorisation in their instructor certificate under FCL.945.
- If the Rating is on the reverse page of the licence **UNDER NO** circumstances are Flight Examiners or FCL 945 approved Instructors to transfer and/or sign an expired Rating or Certificate to the front page of the licence. This is an administrative process by the authority ONLY with the appropriate charge.
- When completing the appropriate forms where an "Examiners signature" is required. Those instructors who hold the FCL.945 endorsement on their licence but do not hold a valid examiners certificate may sign where required to do so.

The Aircrew Regulation covering this was amended on 8 April 2015 refer to **FCL.945 Obligations for Instructors and further to this, FCL.740.A(b)(1)**  
Article text.

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## Examiner currency

Several examiners have recently conducted theoretical knowledge or flight tests which they were not authorised to due to their examiner certificates no longer being valid, resulting in delays and hassle for all involved. It's obviously the responsibility of examiners to ensure that they are authorised to conduct any test, check or TK examination. This can particularly be an issue for instructors who don't test on a regular basis but everyone should check that they are still authorised before conducting any flight. A list of examiner refresher seminar providers is in **Standards Document 31**.

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## Is your flight examiner or FICl course student from a remote part of the UK or overseas?

If students for flight examiner and FICl courses are from remote areas of the UK or overseas, and on will require an Assessment of Competence, the course provider should contact us prior to the course starting to provisionally book a staff flight examiner and confirm a suitable venue for the assessment. You can contact us at [examiners@caa.co.uk](mailto:examiners@caa.co.uk) or [flighttestbookings@caa.co.uk](mailto:flighttestbookings@caa.co.uk).

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## Senior examiner (Single Pilot Aeroplanes) seminars

The revalidation and renewal process for the qualification of senior examiners requires them to attend a senior examiner refresher seminar, provided by us or by an approved training organisation, during the last valid year of their senior examiner certificate.

The next available seminar is on 21 April 2016 at Aviation House, Gatwick building. If your certificate is due for revalidation in 2016/17 take a look at **Information Notice 2015/079** and register your interest to attend by email to [Centre.Desk@caa.co.uk](mailto:Centre.Desk@caa.co.uk). The seminar will contain different material from regular examiner revalidation seminars and will not count as a seminar for the revalidation of the regular flight examiner certificate.

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## Stalling ... that old chestnut

A concern has been raised by an ATO about the use of the phrase, “fully developed stall” in Standards Document 3. It has been suggested that some instructors/examiners are getting student pilots to hold the aircraft in the stalled condition longer than necessary to achieve the aim. Therefore the wording used for briefing the stalling requirements in the Standards Documents, Flight Examiners Handbook and other guidance published by the CAA is being changed. Principally the changes are to replace the term, “fully developed stall” with “stalled condition” in order to reflect more closely the terminology used in certification standards for utility category aeroplanes. The revised wording in Standards Document 3 is:

- Recognition and recovery from stalls. A series of stalls will be required and the examiner will brief the sequence of these both pre-flight and in the air
- Normally the first stall will be in the clean configuration, entered from straight and level flight, with the throttle(s) closed. The applicant is to recover when the aircraft has reached the stalled flight condition<sup>1</sup>.
- The second stall will be from an approach configuration, with approach flap setting, gear down and low power. The stall should be initiated from a turn (level or descending with about 20° AOB) and the applicant should recover at the first indication of a stall<sup>2</sup>.
- The third stall will be in the landing configuration with full flap, gear down, and low power. The stall should be initiated from straight flight in a slight descent, as if established on final approach to land (i.e. not climbing); the applicant should recover at the first indication of a stall<sup>2</sup>.
- All recoveries shall be made with the minimum loss of height and returning to a clean climb configuration at Vy maintaining directional control, or to level flight as otherwise directed by the examiner.

**Note<sup>1</sup>:** A stalled flight condition can exist at any attitude and airspeed, and may be recognised by continuous stall warning activation accompanied by at least one of the following:

- a) buffeting, which could be heavy at times;
- b) lack of pitch authority and/or roll control; and
- c) inability to arrest the descent rate.

**Note<sup>2</sup>:** First indication of a stall means the initial aural, tactile or visual sign of an impending stall, which can be either naturally or synthetically induced.

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## Best sources of information?

It can be hard to keep track of the present sources of information for flying training. Think of Part-NCC and NCO (in the relevant part of Part NCO) as containing EU regulatory requirements for aerial work and the private owner/operator previously found in the ANO, AIP, and if appropriate, JAR-OPS as EU-OPS. Under the headings listed below are the source documents where the information can presently be found:

### Duties and responsibilities of a commander

ANO, Part 10, Articles 86, 87 & 88  
NCO.GEN.106

### Documents, manuals and information to be carried

ANO, Part 21, Article 150  
NCO.GEN.135

### **Aerodrome operating minima and 'The approach ban'**

ANO, Part 14, Article 109 & UK AIP Aerodrome Section  
NCO.OP.110, 111 & 112

### **Performance**

ANO, Part 10 Article 86 & ANGRs Performance Category E  
NCO.POL.110

### **Equipment of aircraft**

ANO, Part 4, Articles 37, 38, 39 and Schedules 4 and 5  
NCO.IDE.100 – 160

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## **Instrument ratings and IMC ratings (IR(Restricted)) misinterpretation**

We've recently come across a number of pilots who hold or have held an instrument rating (IR) and for whatever reason have decided to let it lapse, but to continue to exercise the privileges of the IMC rating/(IR(restricted)). They have assumed that the IR automatically reverts to an IMC rating/IR(R) and that no licence action is necessary. This is incorrect. In order to exercise the privileges of the IMC rating/IR(R) the holder of an EASA Part-FCL licence must have the rating entered in section XII of the licence and have a valid certificate of revalidation. Examiners are not permitted to revalidate or renew an IR(R) and/or certify the certificate of revalidation if the rating is not listed in section XII of the licence.

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## **Thinking of night flying?**

If you have a night rating, but haven't had the opportunity to fly at night for a while, we recommend some refresher training with an instructor before you go solo after dark.

The November/December 2015 'Good Night' issue of the FAA's Safety Briefing focuses on general aviation night flying and is well worth a read. Articles address the importance of having both the right physical and mental preparation for flying at night, as well as how technology can help. You can read it at:  
[http://www.faa.gov/news/safety\\_briefing/](http://www.faa.gov/news/safety_briefing/).

Just a reminder that since the implementation of the EU Aircrew Regulations the night rating is a separate course and cannot be included in the LAPL or PPL training course.

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## **New alerting system launched**

Aviation is a dynamic industry - our new Skywise app allows you to stay up-to-date with news and information, safety alerts, consultations, rule changes and airspace amendments and more from the CAA.

It will replace our previous information and safety notices with a more instant, tailored service.

Available as an app or email subscription or via our website you can see more at [www.caa.co.uk/skywise](http://www.caa.co.uk/skywise)

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