

Standards Document 44

Gyroplane Licensing



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Foreword

Gyroplane flying in the UK is regulated by the Civil Aviation Authority.

This document sets out the requirements for the licenses, ratings and certificates required for pilots, instructors and examiners and gives information on the privileges as stated in the Air Navigation Order (as amended).

Nothing in this document is intended to conflict with UK statute law where applicable. Whilst every effort is made to ensure that all information is correct at the time of publication, the CAA reserves the right to amend this document as required to accommodate changes to the primary authority documents, to correct errors and omissions or to reflect changes in national policy and best practice.

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Revision History

Revision	Date	Revision Summary
1.1	October 2011	Revised to include PPL(G) application and privilege information to replace LASORS in March 2012.
1.2	March 2012	Numbering added to Paragraphs and formatting amended
1.3	June 2012	Modifications from wider consultation feedback
3.0	May 2016	Inclusion of: CPL(G), Night Rating, Panel of Examiners, Single Seat Syllabus and Observed GFT, Credits for Military Qualifications, Senior Examiner Specification, FIC Exam Structure, FI Supervision Guidance, Variable Pitch Prop differences training, Type Differences Training, Procedure for holders on non-UK gyroplane licences, Oral confirmation during GFT that knowledge has been retained where credits of written exams have been given, Minimum hours on type for Type Differences Training.
3.3	Oct 2016	Revisions to comply with ANO 2016
4	Nov 17	Amendments as a result of public consultation comments.
5	April 18	Addition of Appendices on Night Rating and CPL(G) Training courses

1. General Information

1.1. Purpose

This document defines the standards to be applied for the training of UK licensed gyroplane pilots.

It should be read in conjunction with CAP 804 and the Air Navigation Order (as amended) which defines the requirements for gyroplane licenses and associated ratings and certificates.

1.2. Applicability

This Standards Document No. 44 is applicable to all gyroplane training commenced after the 1 July 2012.

There is presently only one class of gyroplane that may be entered in a licence. This is “single engine piston” class.

For the purposes of this Standards Document 44 a class is divided into a number of gyroplane types. A “Type” relates to a single manufacturer’s specification of aircraft (that may involve a number of options), which is defined by a CAA TAD (Type Approved Data Sheet) or an LAA (Light Aircraft Association) TAD (Type Accepted Data Sheet). Any gyroplane that is not defined by either definition of TAD is considered as a “Type” on its own.

There is no endorsement on the licence of different types within a class on the PPL(G). Such endorsements are recorded in the pilot’s personal flying log.

Where a licence has been issued by an observed test on a single seat gyroplane, the privileges of that licence will be limited to flying single seat gyroplanes only.

1.3. Regulation of Licensing

The UK Civil Aviation Authority (CAA) is the UK’s independent aviation regulatory body, which includes gyroplanes. The Shared Services Centre is the division responsible for the issue of all pilot licenses, ratings, certificates and authorisations.

1.4. Contact details

General aviation information in the UK is available from the CAA website www.caa.co.uk.

Initial enquiries and questions regarding information in this document should be directed to the Gyroplane Panel of Examiners (see below). Where clarification is required from the CAA, this will be sought by the Panel and the answer redirected to the originator.

1.5. The Panel of Examiners

Standardisation of training and minimum skill levels for all aspects of PPL gyroplane training is the responsibility of the Panel of Examiners.

The Panel of Examiners consists of:

- The CAA representative for gyroplane training standards
- All holders of Senior Examiner (Gyroplanes) certificates

The Panel of examiners can be contacted at panel@gyroexaminers.uk

A full list of current flight instructors and examiners can be found at www.gyroexaminers.uk

1.6. The scope of this document

A summary of the Licence terminology and ratings is given below, the full detail is provided as the main body of this document.

- **Private Pilots Licence – PPL(G)**
 - The licence to allow a person to fly gyroplanes in the UK, solely for private use.
- **Commercial Pilots Licence – CPL(G)**
 - The licence to allow a person to fly gyroplanes in the UK, for commercial operations.
- **Night Rating**
 - The privilege to fly a suitably equipped gyroplane during the hours of night as defined in the Standard European Rules of the Air.
- **The Flight Instructor Certificate with restricted privileges – FI(G)(Restricted)**
 - The privilege of an FI(G) is to conduct flight instruction for the issue, revalidation or renewal of a PPL(G) in gyroplanes. An FI(G)(Restricted) shall have his privileges limited to conducting flight instruction under the supervision of an FI(G).
- **The Flight Instructor Certificate – FI(G)**
 - The privilege of an FI(G) is to conduct flight instruction for the issue, revalidation or renewal of a PPL(G) in gyroplanes.
 - The privilege of an FI(G) may be extended to CPL by meeting the additional requirements as laid out in Section 6.1.
- **The Flight Instructor Course Authorisation – FIC(G)**
 - The privilege of an FIC(G) is to conduct flight instruction for the issue, revalidation or renewal of an FI(G) in gyroplanes.

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- **The Ground Examiners Authorisation – GE(G)**
 - The privilege to examine students in the theoretical elements of the PPL(G) syllabus given in Appendix A.
 - **The Flight Examiners Authorisation – FE(G)**
 - The privileges of an FE for Gyroplanes are to conduct skill tests for the issue of the PPL(G) and proficiency checks for the renewal or revalidation of a PPL(G).
 - The privilege to issue a Certificate of Revalidation.
 - The privilege of an FE(G) may be extended to CPL by meeting the additional requirements as laid out in Section 9.1
 - **The Flight Instructor Examiners Authorisation – FIE(G)**
 - The privileges of an FIE(G) for gyroplanes are to conduct skill tests for the issue, revalidation and renewal of an FI(G) and to recommend to the CAA for the issue of the appropriate certificate.
 - **The Senior Examiners Authorisation – SE(G)**
 - The privileges of an SE(G) are:
 - to conduct skill tests for the issue, revalidation and renewal of an FE(G) and FIE(G) and to recommend to the CAA for the issue of the appropriate authorisation.
 - to conduct flight instruction to FI(G) holders for the issue of a FIC(G) authorisation.
 - to conduct flight instruction to FI(G) holders for the FE(G) authorisation.
 - to conduct flight instruction to FIC(G) holders for the issue of a FIE(G) authorisation.

2. Private Pilots Licence PPL(G)

2.1. Privileges and limitations of the Licence as stated in Schedule 8 of the ANO (as amended)

1. The holder of a Private Pilot's Licence (Gyroplanes) is entitled—
 - a. in accordance with the remainder of this paragraph, to fly as pilot in command or co pilot of any gyroplane of a type or a class specified in the aircraft rating included in the licence, unless prohibited by paragraph (2);
 - b. to fly such a gyroplane for the purpose of commercial operation—
 - i. which consists of instruction or flying examinations, provided that—
 1. in the case of instruction, the licence includes an appropriate instructor certificate; and
 2. in the case of flying examinations, the holder is authorised to conduct such examinations by the CAA; or
 - ii. where the excepted flights condition is met;
 - c. to fly as pilot in command of such a gyroplane carrying passengers if the recent experience condition is met;
 - d. to fly as pilot in command of such a gyroplane at night if the licence includes a night rating (gyroplanes);
 - e. to receive remuneration or other valuable consideration for services as a pilot on a flight if the remuneration condition is met.
2. The holder of a Private Pilot's Licence (Gyroplanes) may not fly a gyroplane mentioned in paragraph (1)(a)—
 - a. for the purpose of public transport or commercial operation (other than commercial operation permitted by sub-paragraph (1)(b));
 - b. for remuneration or other valuable consideration (other than remuneration or other valuable consideration permitted by sub-paragraph (1)(e));
 - c. under Instrument Flight Rules; or
 - d. other than as authorised by paragraph (1),unless authorised to do so by the CAA.

2.2. Prerequisites for training

The prerequisites for training are:

1. Minimum age - there is no minimum age to start training however:
 - a. a student may not fly solo until they are 16 years old.
 - b. a student may not apply for the PPL(G) until they are 17 years old.
2. Medical Requirements. An applicant for a PPL(G) shall hold either;
 - a. a Part-Med Class 1, 2 or LAPL medical certificate.
 - b. The holder of a licence makes a medical declaration in accordance with Article 163 of the Air Navigation Order.

A student must have met the requirements above prior to undertaking solo flight.

2.3. Application for Training

Applicants who wish to commence a course of training for a PPL(G) can contact an instructor directly. For a complete list of contact numbers please refer to website www.gyroexaminers.uk

2.4. Training content for the issue of a PPL(G)

The training syllabus for the issue of a PPL(G) is given in Appendix A. The training syllabus for the issue of a PPL(G) limited to single seat is given in Appendix B.

Use of aircraft for Initial Training

Gyroplanes which are “type approved” by the CAA or hold a certificate of airworthiness may be used for all types of flight training when suitably equipped.

Except for training covered by any one of the exceptions set out in the Notes below, all training given to a person prior to that person being granted a PPL(G) shall be undertaken in gyroplanes that are Type Approved or certified by the CAA. For all parts of the PPL(G) syllabus other than solo flying, instruction shall be given in Type Approved gyroplanes with fully functional dual controls and the instructor seated at the second set of controls (see Note 1). The solo flying sections of the PPL(G) syllabus may be completed in gyroplanes having only one set of controls, which may be single seat Type Approved aircraft (see Note 2) Before flying a gyroplane of a different type, whether under training or after licence issue, a pilot shall complete differences training where applicable - see section **2.10**

Specific policy on the use of aircraft holding a national permit to fly for the purpose of commercial operation that consists of flight training is set down by the CAA pursuant to Article 44 of the ANO 2016. The latest policy permission can be found listed in the CAA’s general permissions and exemptions – www.caa.co.uk/ors4

Note 1: Where an individual two seat, non-Type Approved gyroplane has a training permission that was issued by the CAA prior to 1 July 2012, the gyroplane may be used for dual instruction unless the permission is withdrawn, cancelled or revoked by the CAA.

Note 2: Solo flying exercises contained in the PPL(G) syllabus may be carried out in a gyroplane (single or two seat) that is **not** Type Approved, subject to the following conditions:

Gyroplanes which are not type approved may be used for training, provided that:

- a. The recipient of the training is a sole or joint owner of the aircraft;

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- b. The aircraft has a valid national permit to fly that does not include any condition or limitation that would prohibit its use for training;
 - c. There is no directive by the CAA that would prohibit its use for training; and
 - d. The flight instructor verifies by flying the aircraft and by reviewing the aircraft documentation, that it is suitable for the intended training and is within the capabilities of the student – taking into account her / his skills and experience.

A gyroplane may have a restriction on its use for training, rendering it unsuitable for training unless a certain level of gyroplane experience has been attained by the pilot.

Solo training

Before solo flying begins, at least the following exercises shall have been satisfactorily completed to solo standard on a two-seat gyroplane and signed in the personal flying log of the student annotated “competent for solo” by an FI(G):

- a. Upper Air Work
- b. Advanced Rotor Management including Wheel Balancing
- c. Low Hops and High Hops
- d. Circuits, Take offs and Landings
- e. Emergency Procedures including Emergency Field Landings

Student pilots undertaking solo flying shall not carry passengers on such flights.

Skill Test

General Flying Tests for the grant of the PPL(G) shall be conducted using Type Approved or certified gyroplanes with fully functional dual controls (or a gyroplane specified under Note 1 above), with the examiner occupying the seat that would be used by an instructor.

Observed Skill Test in Single Seat Gyroplanes

A General Flying Test in a Single Seat Gyroplane may be done by observation by a suitably qualified and experienced Examiner. A full list of these examiners can be found at www.gyroexaminers.uk. Where a test is observed, the privileges are limited to flying in a single seat gyroplane only.

2.5. Application for Licence issue

Requirements for Licence issue

The requirements for the issue of a Licence are:

-
- a. The completion of a course of training defined by the syllabus in Appendix A or Appendix B. The course shall include theoretical knowledge and flight instruction appropriate to the privileges sought. All training shall be suitably recorded by the instructor. These records shall be held and retained by the instructor as part of their training notes for a minimum of 3 years and must be available on request by an inspector from the Civil Aviation Authority or the Panel of Examiners.
 - b. Completion of a minimum of **40 hours of flight training** (dual and solo) supervised by an authorised instructor in any flying machine. These flights must be recorded in a **personal flying log** detailing the syllabus and exercise numbers flown. A flying log can be maintained electronically but must have the capability to be printed.
 - c. Completion of a **minimum of 15 hours of dual flying** training in gyroplanes. This time may include the General Flying Test.
 - d. Completion of a **minimum of 10 hours of solo flying** in gyroplanes including:
 - i. a **minimum of 3 hours of cross country**, defined as flight which takes the aircraft a straight line distance of more than 10 nautical miles from the departing airfield.
 - e. Completion of a **minimum of**:
 - i. **Two cross country return flights** where a landing is made at an airfield different from the point of departure and the return flight is made to the departure airfield on the same day. The route taken to the destination airfield must be more than 25 nautical miles. Each cross country flight must follow a different route.
 - ii. Alternatively a single cross country flight can consist of landings made at two different airfields and returning to the airfield of original departure, and the route taken to each airfield is more than 25 nautical miles.
 - iii. The cross country flight requirements must have been completed within the 9 months preceding the application. These flights must be recorded on a form based upon the sample given in Appendix U.
 - f. Crediting of experience:
 - i. The exercises “Wheel Balancing” and “Rotor Management” may only be counted up to a maximum of 2 hours for credit towards the flight time requirements for licence issue.
 - ii. Training in an authorised gyro-glider, under the supervision of an instructor can only be counted up to a maximum of 2 hours.
 - g. Pass in the examination **Gyroplane (Type)** relevant to the gyroplane that is to be used for the General Flying Test. This test must have been completed within the 24 months preceding the application. The schedule for this test is given in Appendix G.

h Applicants for a PPL(G) shall demonstrate through the completion of a skill test the ability to perform, as PIC on gyroplanes, the relevant procedures and manoeuvres with competency appropriate to the privileges granted. The **General Flying Test**, conducted by an FE(G) and according to the schedule given in Appendix J and recorded in an appropriate manner. This test must have been completed within 6 months of the completion of the training.

J Passes in the theoretical elements within the 24 months preceding the application:

The following exam should be passed prior to solo flight

i. Aviation Law, Flight Rules and Procedures

The following exams should be passed prior to solo cross country flight

ii. Human Performance and Limitations

iii. Navigation

iv. Meteorology

The following exam should be passed prior to the General Flying Test

v. Gyroplane Technical

The General Flight Test

An applicant for a skill test for the PPL(G) shall have received instruction on the same type of gyroplane to be used in the test. The General Flying Test is a flight conducted under the supervision of an FE(G).

The General flying Test for the initial issue of a PPL(G) shall be conducted in gyroplane with a minimum of two seats and with functioning dual controls fitted, with the examiner occupying the seat that would be used by an instructor, or where single-seat only is sought, by an observed test.

An applicant shall pass all of the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

The schedule for the General Flying Test is given in Appendix J.

Conduct of the Test

Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE(G)), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE(G), only those sections not completed shall be tested in a further flight.

At the discretion of the FE(G), any manoeuvre or procedure of the test, with the exception of the Practice Forced Landing, may be repeated once by the applicant. The FE(G) may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.

An applicant shall indicate to the FE(G) the checks and duties carried out. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

The FE(G) shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety, or where necessary to facilitate test items, or to avoid unacceptable delay to other traffic.

The applicant for a general flying test shall be recommended for the test by the person responsible for the training, once the training is completed. The training records shall be made available to the examiner.

Credits for non-UK gyroplane Licence holders

Holders of non-UK issued gyroplane licences wishing to obtain a UK PPL(G), should in the first instance submit a copy of their pilots logbook detailing evidence of experience and previous training, together with details of theoretical knowledge examinations to a UK FI(G). The FI(G) will ascertain what, if any, flight exercises are required to be completed prior to the GFT and the holder will be required to sit any theoretical knowledge examinations where equivalence to the requirements of the UK syllabus cannot be proven.

Note: In all cases the UK air law exam must be completed.

It is recommended that the FI(G) flies with the applicant to assess their suitability prior to completing a recommendation for test. The GFT will be conducted by a UK FE(G).

When the application for licence is submitted to the UK CAA it shall be accompanied by a letter from the FI giving details of the review undertaken and the training completed to verify that the applicant meets the requirements for the issue of the UK PPL(G).

Credits for existing pilot's Licence (non gyroplane) holders

Where an applicant holds an existing current and valid pilot's Licence where ground examinations of the theoretical subjects were required to obtain that Licence and the standard of the ground examination was of an equivalent or higher level, the ground examination shall be credited.

Where written ground examinations are credited it is the responsibility of the FI(G) to verify that the applicant has retained the knowledge of the key elements of each subject and in particular how the knowledge applies to Gyroplanes in the UK in readiness for the GFT where this knowledge may be assessed.

Holders of a UK issued pilots licence in a different category of aircraft may be credited with up to a maximum of 15 hours dual flying experience towards the PPL(G) training requirements.

Non-UK pilot licence holders seeking credit for theoretical exams undertaken in another state must provide satisfactory evidence of exam equivalence.

Credits for existing Military pilot Licence holders (non gyroplane)

Credits may be available towards the issue of a UK PPL(G) for holders of military licenses in line with those credits available to UK issued PPL(A) and PPL(H) where equivalence of flight training undertaken and theoretical knowledge examinations passed can be ascertained.

Instructional hours gained in other countries

Where an applicant has completed instructional hours on gyroplanes countries other than the UK they may be credited towards the grant of a PPL(G) provided:

- a. They are logged in a personal flying log, annotated with the syllabus and exercise numbers and signed by a qualified instructor in that country.
- b. The exercises can be cross referenced to corresponding exercises in the UK PPL(G) Syllabus given in Appendix A or B.

For each exercise logged as completed in another country, the applicant must demonstrate that they have attained the level of skill for that exercise in the UK PPL(G) syllabus to a UK Instructor who will sign the personal flying log to this effect.

Application Procedure

Application is made on form SRG 2101 which is included as Appendix M. Details of where to submit the form and supporting documentation are included on the form.

2.6. Licence Validity

The UK PPL(G) is issued with lifetime validity but, for the privileges conferred by it to be exercised, the holder must at all times have:

- a. A current **medical certificate** or have made a valid **declaration of health** as defined in Article 163.
- b. A valid **rating** for the aircraft that the holder is going to fly, with a signed certificate of revalidation.

Recent Experience Condition

A holder must **not** carry any passenger, except a gyroplane instructor in accordance with Schedule 8 of the ANO, unless within the preceding **90 days** the holder has made **3 take offs and 3 landings** as the **sole** manipulator of the controls in a gyroplane.

Valid aircraft rating

When granted a Licence, it is only valid for the **particular type** of gyroplane that was used for the General Flying Test, or other type where differences training was completed during the

training course and as recorded in the licence holder's personal flying log. In order to exercise the privileges to fly a further different type of gyroplane an endorsement must be added to the personal flying log of the pilot. The requirements for this endorsement are:

- a. Before the aircraft is flown a suitable briefing must be obtained from an instructor who is qualified to fly that type. A recommended scope of the briefing is given in Appendix P.
- b. Student must receive differences training as set out in this document
- c. Where a pilot wishes to fly a gyroplane of a different type and there is no instructor with experience on that type, the differences training should be provided by a pilot qualified on that type, under the supervision of an instructor. The log (see below) must be endorsed by the instructor.
- d. The aircraft must be flown under the supervision of the instructor until the pilot can demonstrate the level of competence required to pass the General Flying Test. This is given in the schedule in Appendix J.
- e. The pilot must demonstrate satisfactory knowledge of the aircraft in terms of performance and daily inspection to the level required to pass the gyroplane (type) examination. This is given in Appendix I.
- f. The aircraft rating shall be recorded as "Aircraft Rating <type¹>" entered alongside the record of the qualifying flight in the personal flying log of the holder, signed by the instructor conducting the training annotated with their approval number.

Note: MPD 2005-008 prohibits flight in single-seat gyroplanes that have a cockpit nacelle and a thrustline to centre of gravity offset of more than 2 inches by pilots who have less than 50 hours solo flying since obtaining their PPL(G).

Certificate of Revalidation

The initial issue of a gyroplane licence will contain a certificate of revalidation endorsed with a rating that is valid for 24 months. Part of this process will involve the examiner signing the ratings validity page in the applicants licence for each revalidation or renewal.

Revalidation

Revalidation means: "The administrative action taken within the period of validity of a rating that allows the holder to continue to exercise the privileges for a further specified period consequent upon the fulfillment of specified requirements".

There are two methods of revalidating a rating:

¹ Type to be replaced with the actual type of Gyroplane.

1. Revalidation by Proficiency check

The rating may be revalidated by passing an **aircraft rating revalidation flight test** with a UK gyroplane Flight Examiner (FE(G)). If completed within the three months preceding the expiry date of the current rating, no loss of rating validity will be incurred- the new rating expiry date will be calculated from the preceding expiry date, not from the date of the proficiency check.

If the test is completed more than three months in advance of the expiry date of the rating, a new rating expiry date will be calculated from the date of the test.

2. Revalidation by flying experience

A gyroplane class rating can be revalidated by flying experience by producing logbook evidence to a gyroplane examiner, before the rating expiry date has passed, of the following flying experience completed within the 12 months preceding the rating expiry date.

12 hours of flight time in a gyroplane to include:

- a. **6 hours** as pilot in command; and
- b. **12** take-offs and landings; and
- c. a " training flight" of at least 1 hour duration with an instructor who must countersign the appropriate logbook entry

The Training Flight

The FI should make the purpose of the training flight clear at the outset. His function is to ascertain the applicant's knowledge and skills, interjecting if necessary to improve on these. If the primary purpose of the flight was for some other training then the instructor must select suitable items of general handling and brief how these will fit into the profile for the purpose of maintaining the applicant's knowledge and skills.

When the aims have been achieved the FI will sign the applicant's logbook, append his/her licence number and identify the "Training flight".

Renewal

Renewal means: "The administrative action taken after a rating has lapsed that renews the privileges of the rating for a further specified period consequent upon the fulfillment of specified requirements"

An applicant wishing to renew his aircraft rating for a further 24 months shall pass the **Aircraft rating renewal flight test**. The flight test will require the applicant to demonstrate that he/she is competent to fly the gyroplane as PIC.

When a certificate of validity has expired for a period exceeding 24 months, the applicant shall:

Complete, at the discretion of the Instructor, sufficient training to reach the standard required to pass the Flight Test. This training should include a minimum of the following:-

- a. **Ground**- discussion of changes to regulations, procedures etc introduced since the last flight as PIC and revision of the Aviation Law and flight rules and procedures syllabus for the PPL. Revision of the Human Performance and Limitations syllabus.
- b. At least one hours **general flight training** including circuits landings and ground handling to include a "power-off" approach and landing to touchdown to a selected area under the direction of the FI.
- c. A **cross-country flight** to an aerodrome at least 30 minutes flying time from the aerodrome of departure, a circuit and landing at the destination, and a return flight to the aerodrome of departure. The instructor should pay particular attention to the pre flight preparation and flight planning. The cross country flight may be flown dual and/or solo at the discretion of the instructor.

2.7. On completion of the training the applicant will undergo a flight test with an FE(G), that follows the same format as the test for the initial issue of the aircraft rating. Flight_Radio Telephony Operator's Licence

All pilots are encouraged to have and use the radio telephony equipment in their gyroplane. In order to use the equipment it is necessary for the pilot to obtain a Flight Radio Telephony Operator's Licence (FRTOL).

Details of how to qualify for and obtain this Licence are set out in CAP 804 or can be found on the CAA website.

2.8. Use of aerodrome for training

Training can be undertaken at any Licensed or unlicensed aerodrome in accordance with Article 209 of the Air Navigation Order 2016 (as amended). Further guidance is available in CAP793 "Safety Standards at Unlicensed Aerodromes".

2.9. Carriage of Passengers

The holder of a PPL(G) shall not act as PIC of a gyroplane carrying passengers unless within the preceding 90 days that person has made 3 take-offs and 3 landings as the sole manipulator of the controls in a gyroplane of the same type, and as PIC at night unless the holder has carried out in the preceding 90 days, at least 1 take off, approach and landing at night as sole manipulator of the controls of an aircraft of the same type.

2.10. Gyroplane Differences Training

Pilots who wish to fly a gyroplane of a different type from that which they passed the GFT on, shall receive appropriate differences training from a qualified gyroplane instructor and have their log book endorsed by the instructor.

In the case of single seat gyroplanes, arrangements shall be made with an instructor for the differences to be covered and where necessary a flight demonstration by the pilot to confirm his competency: a log endorsement shall be made. The requirement for differences training was introduced as a consequence of Safety Recommendations from the Air Accidents Investigation Branch following a number of gyroplane accidents. Presently there is only one gyroplane class – single piston engine gyroplane. All UK registered gyroplanes are members of this class. Each type within this class is a variant of the class, but this does not reflect the marked differences that are manifest between them.

Certain gyroplanes have more demanding handling qualities and require a greater period of differences training. The table below gives guidance to instructors and applicants on the suggested minimum amounts of differences training (in hours) . Time spent on wheel balancing exercises shall not be counted as differences training.

NOTE: MPD 2005-008 prohibits flight in single-seat gyroplanes that have a cockpit nacelle and a thrustline to centre of gravity offset of more than 2 inches by pilots who have less than 50 hours solo flying since obtaining their PPL(G).

GYROPLANE MINIMUM DIFFERENCES TRAINING HOURS								
			Converting to:					
			Not Listed:			Listed:		
			Tandem 2 Seat	Side-by- side 2 Seat	Single Seat	Tandem 2 Seat	Side-by- side 2 Seat	Single Seat
Converting from	Not listed	Tandem 2 Seat	1	2	2	4	4	4
		Side-by-side 2 Seat	1	1	2	4	4	4
		Single Seat	1	2	1	4	4	4
	Listed	Tandem 2 Seat	1	2	2	4	4	4
		Side-by-side 2 Seat	1	1	2	4	4	4
		Single Seat	1	2	1	4	4	4
LISTED GYROPLANES								
Any single seat gyroplane with a cockpit nacelle and a thrust line / c.g. offset of more than 2 inches - refer to MPD 2005-008.								
RAF 2000								

Where a pilot wishes to fly a single seat gyroplane of a different type and there is no instructor with experience on that type, the difference training should be provided by a pilot qualified on the type, under the supervision of an instructor. The log must be endorsed by the instructor.

Where a student undertaking training for the PPL(G) converts from one gyroplane type to another during the training course, the differences training requirement must be added to the PPL(G) training requirement.

Variable pitch (VP) propeller differences training

When a gyroplane is fitted with a variable pitch propeller, with or without a constant-speed unit (CSU), then the pilot in command must have completed appropriate differences training.

The differences training must be given by an instructor entitled to instruct on the gyroplane on which the training is being given. The training must be recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.

These systems make a significant difference to performance in all phases of flight. Mostly, the instruction in this section will be given to pilots converting from SEP gyroplanes with fixed pitch propellers to SEP gyroplanes with VP propellers which may have constant speed units (CSU). Instructors must ensure that all of the system differences and handling techniques introduced by the new type are properly covered in the training given. See Appendix T for further guidance.

2.11. Allowable Credit for Time Spent on Wheel Balancing Exercises

During "wheel balancing" a gyroplane is partially supported by the undercarriage and partially rotor borne.

When a student is carrying out wheel balancing there is no intent to take off, and therefore the aircraft is not considered to be in flight, even if it does become entirely supported by the rotor for any period during the wheel balancing activity. However, in recognition of the value of wheel balancing as a flying training exercise, up to 2 hours of such training may be counted towards the experience requirements for the PPL(G). Time spent on wheel balancing shall not be counted as differences training. This acceptance of wheel balancing as experience is subject to compliance with the following conditions:

- a. The wheel balancing will be the sole activity carried out during the period to be claimed as wheel balancing against the experience requirements. Short hops and other training activities for which becoming airborne are necessary, and therefore intended from the outset, may be logged as flight time;
- b. Entries in the log for "wheel balancing" must be annotated clearly as "wheel balancing" and not as flight time. Wherever possible the wheel balancing time should be recorded in a different column to that used to record flight time.

3. Night Rating

3.1. Privileges

The privileges of the holder of a gyroplane night rating are to fly a suitably equipped gyroplane during the hours defined as night in the Standard European Rules of the Air subject to meeting the recency requirements specified in Schedule 8 of the ANO.

3.2. Course pre-entry requirements

Before commencing a Gyroplane Night Rating course the applicant shall

- a. be the holder of a valid class rating endorsed in the Certificate of Revalidation for the gyroplane to be flown Where applicable, the relevant differences training must have been completed and signed off in the pilots personal flying log book prior to flying solo.
- (b) have completed at least 50 hours of flight time as PIC post PPL(G) licence issue.
- (c) hold a valid medical certificate or declaration in accordance with Article 163 (ANO 2016).

3.3. Training Course

An applicant wishing to undertake a Gyroplane Night Rating course shall complete all of the flight instruction with a suitably qualified instructor.

The course shall comprise a minimum of:

- a) 5 hours of theoretical knowledge instruction; and
- b) 3 hours dual instruction by sole reference to instruments; and
- c) 5 hours of flight time at night, including:
 - i. at least 3 hours of dual instruction, and
 - ii. at least 1 hour of dual cross country navigation, and
 - iii. 5 solo night circuits, each to include a take off and a full stop landing.

Further information on the required course content may be found in Appendix C

3.4. Completion standard

The Training Organisation or FI(G) responsible for the training shall prepare a course completion certificate together with the candidate's application for the inclusion of the night rating to the Authority.

3.5. Credits for the holders of licenses in other categories

Holders of a current IR(A), IR(R), IMC rating or IR(H) may reduce the requirement for 3 hours by sole reference to instrument to 1 hours.

4. Commercial Pilots Licence CPL(G)

4.1. Introduction

The aim of the CPL(G) course is to train UK PPL(G) holders to the level of proficiency necessary for the issue of a UK National CPL(G).

Where practical, the requirements and standards are the same as the equivalent for the EASA CPL(A) and CPL(H).

- a. General Handling
- b. VFR at night
- c. Navigation

4.2. CPL(G)-Minimum age

An applicant for a CPL(G) shall be at least 18 years of age.

4.3. CPL(G)-Medical

An applicant for a CPL(G) shall hold a Part Med Class 1 medical certificate

4.4. CPL(G)-Privileges and conditions

1. The holder of a Commercial Pilot's Licence (Gyroplanes) is entitled—
 - a. to exercise the privileges of a United Kingdom Private Pilot's Licence (Gyroplanes) which includes a night rating (gyroplanes);
 - b. in accordance with the remainder of this paragraph, to fly as pilot in command or co-pilot of a gyroplane of any of the types or classes specified in an aircraft rating included in the licence when the aircraft is flying for the purposes of—
 - i. commercial operation; or
 - ii. public transport operation, unless prohibited by paragraph (2);
 - c. to fly as pilot in command of such a gyroplane on a flight for the purpose of public transport until the age of 60 years only where it is certificated for single pilot operation;
 - d. to fly such a gyroplane on any flight for the purpose of public transport after attaining the age of 60 years where the gyroplane is fitted with dual controls and carries a second pilot who holds an appropriate licence under this Order entitling the second pilot to act as pilot in command or co-pilot of that gyroplane;
 - e. to fly as pilot in command of such a gyroplane carrying passengers if the recent experience condition is met.

-
2. The holder of a Commercial Pilot's Licence (Gyroplanes) may not fly a gyroplane mentioned in paragraph (1)(b)—
- a. at any time after attaining the age of 65 years as pilot in command or co-pilot for the purpose of public transport;
 - b. under Instrument Flight Rules; or
 - c. other than as authorised by paragraph (1),
unless authorised to do so by the CAA.

4.5. CPL(G)- Flying course pre-entry requirements

Before commencing a CPL(G) course the applicant shall

- a. be the holder of a UK PPL(G),
- b. have completed 155 hours flight time as a pilot in gyroplanes including 50 hours as PIC of which 20 hours shall be cross country flight as PIC, including a VFR cross country flight of at least 185km (100 nautical miles), in the course of which full stop landings at 2 aerodromes different from the aerodrome of departure shall be made.

4.6. CPL(G)- Training course

An applicant for a CPL(G) shall have completed theoretical knowledge instruction and flight instruction at an ATO, in accordance with Section 4.8.

4.7. CPL(G)- Skill Test

An applicant for a CPL(G) shall pass a skill test in accordance with standards document 3(G) to demonstrate the ability to perform, as PIC of the appropriate Gyroplane category, the relevant procedures and manoeuvres with the competency appropriate to the privileges to be granted.

4.8. Training Course

An applicant wishing to undertake a CPL(G) course shall complete all of the flight instruction at a UK ATO approved for Gyroplane CPL training.

The theoretical knowledge instruction may be undertaken at an ATO that conducts theoretical knowledge instruction only.

The course shall comprise:

- a. Theoretical knowledge instruction; and
- b. Visual and instrument flying training.

Further guidance on the content of the course can be found in Appendix D

4.9. CPL(G)-Theoretical Knowledge Examinations

An applicant for a CPL(G) shall undergo training and demonstrate a level of knowledge by obtaining passes in all of the CPL(G) written exams prior to licence application in the following subjects:

- Air Law*
- Mass and Balance*
- Performance*
- Flight planning and monitoring*
- Human performance*
- Meteorology*
- General navigation*
- Radio navigation*
- Operational procedures*
- Visual flight rules (VFR) communications*
- Principles of flight (Gyroplane)
- Gyroplane Technical – airframe/systems/power plant/instrumentation

* These subjects are common with Part FCL helicopters or aeroplanes (CPL)

Passes in Theoretical Knowledge exams are valid for license issue for 36 months from date of the last exam pass. All exams are to be completed within 6 sittings, 4 attempts at any one subject, and all within an 18 month period from the date that the 1st exam is attempted, as defined in the Aircrew Regulation, Annex 1, FCL.025.

4.10. Flying Training

Applicants for a CPL(G) shall receive at least 25 hours dual flight instruction in the class of aircraft to be used for the skills test, including a minimum of:

- a 20 hours, general handling and navigation, and
- b 5 hours by sole reference to instruments.

c. Applicants without a night rating (gyroplanes) shall be given additionally at least 5 hours of flight time at night, including

- i at least 3 hours of dual instruction, and
- ii at least 1 hour of dual cross country navigation, and
- iii 5 solo night circuits, each to include a take off and a full stop landing.

4.11. Credits for the holders of licenses in other categories

The holder of a current UK issued CPL(H) or CPL(A) may be credited all of the theoretical knowledge exams with the exception of the Gyroplane Technical and Gyroplane Principles of Flight.

Hours as PIC of other categories of aircraft may count towards the 155 hours pre-course entry flight time, in the following cases:

- a. 20 hours, if the applicant holds a current PPL(A), PPL(H) or PPL(As),
- b. 50 hours, if the applicant holds a current CPL(A) or CPL(H) or CPL(As),
- c. 10 hours in TMGs or sailplanes.

Holders of a current IR(A) or IR(H) may reduce the requirement for 5 hours by sole reference to instruments to 2 hours.

5. Flight Instructor Certificate FI(G) with restricted privileges

5.1. Privileges of the rating

The privilege of a FI(G) is to conduct flight instruction for the issue, revalidation or renewal of a PPL(G) in Gyroplanes.

5.2. Restrictions of the rating

A flight instructor certificate (gyroplanes) (restricted) entitles the holder of the licence to give instruction in flying gyroplanes of such types as may be specified in the rating for that purpose, but—

- a. such instruction must only be given—
 - i. under the supervision of a person present during the take-off and landing at the aerodrome at which the instruction is to begin and end; and who holds a pilot's licence endorsed with a flight instructor certificate entitling the holder to instruct on an aircraft of the same type or class as the aircraft on which instruction is being given.
- b. does not entitle the holder of the licence to give directions to a person undergoing instruction in respect of the performance of that person's first—
 - i. solo flight;
 - ii. solo flight by night;
 - iii. solo cross-country flight otherwise than by night; or
 - iv. solo cross-country flight by night.

Instruction can only be given on a type of gyroplane for which the instructor has a valid aircraft class rating endorsement in his Certificate of Revalidation; and, where a gyroplane has dual controls, is competent at flying that type of gyroplane using the instructor's controls.

Instructors with less than 5 hours of flying experience on Type, including at least 1 hour at the instructor controls, may not carry out Type Differences training on that type of gyroplane.

Prior to authorising solo flight, instructors must ensure that they have at least 1 hours flight solo on that Type in order to ascertain the handling characteristics .

5.3. Prerequisites for training

The pre-requisites to commence the FI(G) flying training course are:

PPL(G) holder with a current Certificate of Revalidation.

- a 150 hrs flown P1 on any flying machine of which 100 hrs must have been flown on a gyroplane. This flight experience must have been attained since the issue of the PPL(G). Up to 30 hours of dual training done after the attainment of PPL(G) may be included in these hours.

-
- b 30 hrs flown P1 on cross-country flights i.e. a flight where a landing is made at an aerodrome at least 25nm away from the departure aerodrome.
 - d. Demonstrated by personal log entries, landing at airfields with:
 - i. Full ATC or FISO service
 - ii. A radio service
 - iii. Non radio
 - e. Demonstrate to an FIC(G) or FIE(G) an excellent flying capability, knowledge of the handling characteristics of the aircraft, and the ability to land the aircraft in the event of a real or simulated emergency.

5.4. Application for training

Application for training is made directly with an FIC(G) at an Approved Training Organisation.

For a complete list of contact numbers please refer to the website www.gyroexaminers.uk

5.5. Training content

Applicants for a FI(G) shall have completed a course of theoretical knowledge and flight instruction. In addition to the specific elements prescribed, all applicants shall be trained to achieve the following competences:

- Prepare resources,
- Create a climate conducive to learning,
- Present knowledge,
- Integrate Threat and Error Management (TEM) and crew resource management,
- Manage time to achieve training objectives,
- Facilitate learning,
- Assess trainee performance,
- Monitor and review progress,
- Evaluate training sessions,
- Report outcome.

The syllabus for the training is given in Appendix F.

5.6. Application for certificate issue

The requirements for the issue of an FI(G) certificate are:

- a. The completion of a course of training defined by the syllabus in Appendix E, suitably recorded by the instructing FIC(G). These records are to be retained by

the FIC(G) as part of their training notes for a minimum of 3 years and must be made available for inspection on request by a representative of the CAA or the Panel of Examiners.

- b. Completion of a minimum of 125 hours of classroom training. This includes:
 - The teaching and learning syllabus
 - the flight briefings for the exercises defined in the PPL(G) syllabus
 - the theoretical subjects as defined in the PPL(G) syllabus
- c. Completion of a minimum of 20 hours of flying training.
- d. Complete a Flight Test conducted by an FIE(G) according to the schedule in Appendix H.
- e. This flight test shall include:
 - the demonstration of the competencies during pre-flight, postflight and theoretical knowledge instruction;
 - oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations in the appropriate gyroplane type;
 - exercises adequate to evaluate the instructor's competencies.
- f. The flight test shall be performed on the same type of gyroplane used for the flight instruction.
- g. In accordance with Article 167 of the ANO, when a flight test is required for revalidation of an instructor certificate, an applicant who fails to achieve a pass in the test before the expiry date of an instructor certificate shall not exercise the privileges of that certificate until the test has successfully been completed.

5.7. Credits for existing instructor certificate holders (non gyroplane)

Where the applicant holds or has held an instructor certificate in another category of aircraft issued by the CAA, the subjects of Aviation Law, Flight Rules and Procedures; Human Performance and Limitations; Navigation and Meteorology will be credited towards the classroom training requirements. In these circumstances the FIC(G) must ensure that the applicant is competent in delivering these subjects to students as they relate to gyroplanes.

There are no credits for the flight briefings, Gyroplane technical or the flying elements of the course.

5.8. Application procedure

Application is made on form SRG 2102. Details of where to submit the form and supporting documentation are included on the form.

5.9. Revalidation

The FI(G) certificate is issued with a 3 year validity. It may be revalidated by passing a flight test conducted by an FIE(G) according to the schedule in Appendix I. On the successful pass the examiner will sign the Certificate of Revalidation.

5.10. Renewal

If a FI(G) rating expires it can be renewed by:

- a. Appropriate refresher training by an FIC(G).
- b. Passing a flight test conducted by an FIE(G) according to the schedule in Appendix K. On the successful pass the examiner with sign the Certificate of Revalidation.

6. Flight Instructor Certificate FI(G) without restriction

6.1. Privileges of the rating

The privileges of an FI(G) are:

- a. to conduct flight instruction for the issue, revalidation or renewal of a PPL(G).
- b. to conduct flight instruction for the issue, revalidation or renewal of a CPL(G), provided that:
 - i. The FI(G) is a holder of a CPL(G)
 - ii. Has a minimum of 600 hours as a flying instructor of which at least 400 hours are as FI(G).
 - iii. Has applied to the CAA for the privilege to be added to the licence
 - iv. Is operating under the auspices of, and has undergone standardisation training by a Training Organisation approved by the CAA to conduct CPL(G) training.
- c. to supervise a FI(G) with restricted privileges.

6.2. Restrictions of the certificate

Instruction can only be given on a type of gyroplane for which the instructor:

- a. Is entitled to act as PIC on the aircraft during such flight instruction.
- b. has a valid aircraft rating endorsed in his certificate of revalidation; and, if a gyroplane is fitted with dual controls is competent at flying that type of gyroplane using the instructors controls.

6.3. Prerequisites for training

There is no additional training required for the FI(G) rating.

6.4. Application for training

There is no additional training required for the FI(G) rating.

6.5. Training content

There is no additional training required for the FI(G) rating.

6.6. Application for rating issue

The requirements for the issue of an FI(G) rating are:

- a. PPL(G) holder with a current Certificate of Revalidation
- b. A valid FI(G) with restricted privileges.
- c. A minimum of 100 hrs of giving dual flying instruction. This training must include the briefings and associated flying training of every exercise in the syllabus given

in Appendix A and have taught, with students passing the exams, each of the theoretical PPL(G) subjects.

- d. has supervised at least 25 student solo flights;
- e. A letter of recommendation from the supervising FI(G) that the applicant is suitable to instruct unsupervised. Guidance for the supervising FI(G) is included in Appendix R.
- f. Pass a test conducted by an FIE(G) according to the schedule in Appendix K. This performance of this test should be at a level of competence higher than when it was done as an FI(G), the applicant should be able to relate to real life experiences.

6.7. Application procedure

Application is made on form SRG 2102. Details of where to submit the form and supporting documentation are included on the form.

6.8. Revalidation

Same as for the FI(G) with restricted privileges.

7. Flying Instructor Course Authorisation FIC(G)

7.1. Privileges of the rating

Issued in accordance with Article 168 of the ANO, the privilege of an FIC(G) authorisation is to conduct flight instruction for the issue, revalidation or renewal of an FI(G) in gyroplanes.

7.2. Restrictions of the rating

The holder of an FIC(G) authorisation must maintain a valid class rating on the type of gyroplane to be used and maintain a valid FI(G) course approved by the CAA.

7.3. Prerequisites for training

The pre-requisites to commence training are:

- a. Minimum of 3 years length of service as FI(G).
- b. Minimum of 600 hours as a flying instructor of which at least 400 hours are as FI(G).
- c. An assessment of prerequisite experience by the Panel Selection Board.
- d. Applicants for the FIC(G) authorisation shall have passed a specific pre-entry flight test with an FIE(G) within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for type ratings as set out in this document.

7.4. Application for training

Application for training is made directly with an FIE(G) at an Approved Training Organisation.

For a complete list of contact numbers please refer to the website www.gyroexaminers.uk

7.5. Training content

Applicants for an FIC(G) shall have completed a course of theoretical knowledge and flight instruction. In addition to the specific elements prescribed, the course shall contain the elements of the FIC(G) syllabus set out in Appendix F. Application for the issue of the authorisation.

The requirements for the issue of an FIC (G) authorisation are:

- a. The completion of a course of training defined by the syllabus in Appendix F, suitably recorded by the instructing FIE(G). These records are retained by the FIE(G) as part of their training notes.
- b. Completion of a minimum of 2 days of classroom training. This includes:
 - i. Validation of key flight briefings for standardisation of the exercises defined in the PPL(G) syllabus

-
- ii. Validation of the theoretical subjects for standardisation as defined in the PPL(G) syllabus
 - c. Conduct of a flight test conducted by an FIE(G) according to the schedule in Appendix J.

Credits for existing FIC rating holders (non gyroplane)

There is no credit for holders of existing FIC certificates, or authorisations, in other classes of aircraft.

7.6. Application procedure

Application is made on form SRG 2102. Details of where to submit the form and supporting documentation are included on the form.

7.7. Revalidation of rating

The FIC(G) authorization is issued with a 3 year validity. It is revalidated by the conduct of a flight test by an FIE(G) according to the schedule in Appendix J.

7.8. Renewal of rating

If an FIC(G) authorisation expires it can be renewed by:

- a. Appropriate refresher training by an FIE(G).
- b. Conduct of flight test by an FIE(G) according to the schedule in Appendix L.

8. Ground Examiner Authorisation GR(G)

8.1. Privileges of the authorisation

Issued in accordance with Article 168 of the ANO, the GR(G) authorisation grants the privilege to set, conduct and mark theoretical knowledge examinations for applicants for the PPL(G) syllabus.

8.2. Restrictions of the authorisation

The GR(G) is only permitted to set, conduct and mark theoretical knowledge examinations for applicants for the PPL(G).

8.3. Prerequisites for issue of authorisation

The applicant for the issue of the GR(G) authorisation must hold or have held a FI(G) certificate, and:

- a. have relevant knowledge, background and appropriate experience related to the privileges of an examiner;
- b. that they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued in accordance with the ANO during the last 3 years.

8.4. Application for training

No application for training is required for the GR(G) authorisation.

8.5. Training content

No training content is required for the GR(G) authorisation.

8.6. Application for issue of the authorisation

The requirements for the issue of a GR (G) authorisation are:

- a. The GR(G) must indicate how they are planning to secure the theoretical knowledge examinations that will be issued with the authorization.
- b. The GR(G) must be aware of the theoretical knowledge examinations validity periods for licence issue.
- c. The GR(G) must ensure that the instructor conducting the flight training is aware of the applicants progress through the theoretical knowledge examinations. The GR(G) must sign the application form confirming that the applicant has passed the appropriate theoretical knowledge examinations.
- d. The GR(G) must inform the CAA, if the applicant fails a theoretical knowledge examinations, using form SRG 2129.

8.6.1 Credits for existing GR authorisation holders (non gyroplane)

The holder of a GR authorisation in another aircraft class, is credited with all of the requirements and their existing GR can be extended to cover Gyroplanes.

8.6.2 Application procedure

Application should be made using form SRG 2102 and submitting the form to the CAA.

8.7. Reissue of the authorisation

The GR(G) authorisation is issued for 3 years, and can be reissued on application.

9. Examiner Authorisation FE(G)

9.1. Privileges of the authorisation

Issued in accordance with Article 77 of the ANO, The privileges of an FE(G) are:

- a. to conduct skill tests for the issue of the PPL(G)
- b. to conduct skill tests for the issue of a CPL(G) provided that:
 - i. The FE(G) holds a CPL(G) and FI(G) with the privilege to instruct for the CPL(G)
 - ii. Has undergone standardisation training with a Senior Examiner(G).
 - iii. Has applied to the CAA for the privilege to be added to the examiner certificate
- c. to conduct flight test for the revalidation or renewal of class ratings and the signing of the Certificate of Revalidation
- d. Sign the Certificate of Revalidation for the revalidation of class rating by experience.
- e. The FE(G) authorisation also includes all the privileges of the GR(G) authorisation.

9.2. Restrictions of the Authorisation

An FE(G) cannot conduct a Flight Test for a student to whom they have provided more than 25% of the required flight instruction for the issue of a licence, rating or certificate, unless permission is granted by the CAA. Note; 25% refers to the hours of training received by the student and not the course minima.

9.3. Prerequisites for training

The pre-requisites to commence training are:

- a. PPL(G) holder with a current Certificate of Revalidation for the class rating and FI(G)
- b. Minimum of 3 years experience as an FI(G).
- c. Minimum of 1000 hours as pilot in command of gyroplanes of which at least 250 hours are as FI(G).
- d. Successfully submitted a minimum of 10 candidates for the PPL(G).
- e. Relevant knowledge, background and appropriate experience related to the privileges of an examiner;
- f. have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued by the CAA for non-compliance with the Regulations during the last 3 years.

9.4. Application for training

The Senior Examiner, SE(G) must confirm that the applicant complies with the pre-requisite training requirements prior to commencing the course of training .

Application for training is made directly to the Panel of Examiners.

9.5. Training content

Applicants for an examiner authorisation shall undertake a standardisation course provided by a Senior Examiner. The standardisation course shall consist of theoretical and practical instruction and shall include, at least:

- a. The conduct of 2 simulated flight tests for the licences or ratings for which the applicant seeks the privilege to conduct tests and checks;
- b. Instruction on the applicable requirements and the conduct of flight tests and their documentation and reporting;
- c. A briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees.

The FE(G) syllabus is set out in Appendix G.

9.6. Application for the issue of the Authorisation

The requirements for the issue of an FE (G) authorisation are:

- a. The completion of a course of training defined by the syllabus in Appendix D, suitably recorded by the instructing SE(G). These records are retained by the SE(G) as part of their training notes.
- b. Completion of a minimum of 1 day of classroom training.
- c. Applicants for an examiner authorisation shall demonstrate their competence to an SE(G) specifically authorised to do so by the UK CAA, through the conduct of a simulated flight test in the examiner role for which privileges are sought, as set out in schedule in Appendix J, including briefing, conduct of the simulated flight test and assessment of the person to whom the test is given, debriefing and recording documentation.

9.7. Credits for existing FE Authorisation holders (non gyroplane)

There is no credit for holders of existing FE authorisation (non gyroplane).

9.8. Application procedure

Application is made on form SRG 2102. Details of where to submit the form and supporting documentation are included on the form.

9.9. Revalidation of the Authorisation

The FE(G) authorisation is issued with a 3 year validity. It may be revalidated by the conduct of flight test by an SE(G) according to the schedule in Appendix K.

9.10. Renewal of the Authorisation

If an FE(G) Authorisation expires it can be renewed by:

- a. Appropriate refresher training by an SE(G).
- b. Conduct of flight test by an SE(G) according to the schedule in Appendix M.

10. Flight Instructor Examiner FIE(G)

10.1. FIE(G) privileges

The privileges of an FIE(G) are:

- a. To conduct flight tests for the upgrade of FI(G) (restricted) to FI(G).
- b. To conduct flight tests for the issue, revalidation or renewal of an FI(G) Certificate and FIC(G) Authorisation.
- c. To conduct the course for FI(G) holders, for the issue, revalidation or renewal of the FIC(G) Authorisation

10.2. Restrictions of the rating

An FIE(G) cannot examine any student for the grant of an initial rating where the course of training for that rating was given by the FIE(G), unless written permission is obtained from the CAA.

10.3. Prerequisites for training

The pre-requisites to commence training are:

- a. PPL(G) holder with a current Certificate of Validity, together with a valid FI(G) Certificate with FIC(G) privileges.
- b. Minimum of 2000 hours as pilot in command of gyroplanes of which at least 1000 hours are as FI(G).
- c. Successfully examined a minimum of 5 candidates as FE(G).
- d. Successfully instructed a minimum of 5 candidates as FIC(G).
- e. Relevant knowledge, background and appropriate experience related to the privileges of an examiner;
- f. have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued by the CAA for non-compliance with the Regulations during the last 3 years.

10.4. Application for training

Application for training is made directly to the Panel of Examiners.

10.5. Training content

Applicants for an Flight instructor examiner authorisation shall undertake a standardisation course provided by a SE(G). The standardisation course shall consist of theoretical and practical instruction and shall include, at least:

- a. the conduct of 2 simulated instructor assessments of competence;
- b. instruction on the applicable requirements and the applicable air operations requirements, and assessments of competence, and their documentation and reporting;
- c. a briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees.

The FIE(G) syllabus is set out in Appendix H.

10.6. Application for rating issue

The requirements for the issue of an FIE (G) authorisation are:

- a. The completion of a course of training defined by the syllabus in Appendix E, suitably recorded by the instructing SE(G). These records are retained by the SE(G) as part of their training notes.
- b. Completion of a minimum of 1 day of classroom training.
- c. Applicants for a flight instructor examiner authorisation shall demonstrate their competence to a SE(G) as set out in schedule in Appendix L, including briefing, conduct of the assessment of competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.

10.7. Credits for existing FIE rating holders (non gyroplane)

There is no credit for holders of existing FIE authorisation (non gyroplane).

10.8. Application procedure

Application is to be made on form SRG 2102. Details of where to submit the form and supporting documentation are included on the form.

10.9. Revalidation of authorisation

The FIE(G) authorisation is issued with a 3 year validity. It may be revalidated by the conduct of an assessment of competence by a SE(G) according to the schedule in Appendix N.

10.10. Renewal of authorisation

If an FIE(G) authorisation expires it can be renewed by:

- a. Appropriate refresher training by an SE(G).
- b. conduct of an assessment of competence by an SE(G) according to the schedule in Appendix N.

11. Senior Examiner SE(G)

11.1. SE(G) Privileges

The SE(G) privileges are:

- a. Instruct FI(G) holders, for the issue, revalidation or renewal of the FIC(G) rating and FE(G) authorisation.
- b. Instruct FIC(G) and FE(G) holders, for the issue, revalidation or renewal for the FIE(G) authorisation.
- c. Conduct assessments of competence for the issue of an FI(G)(Restricted), FI(G), FIC(G), FE(G) and FIE(G), and to recommend to the CAA that an issue of the associated rating or authorisation is appropriate.
- d. Issue Certificates of Validation for FE(G) / FIC(G) / FIE(G).

The SE(G) authorisation includes all the privileges of the FE(G) authorisation and the FIC(G) authorisation.

11.2. Restrictions of the Authorisation

An SE(G) cannot examine any student for the grant of an initial rating or authorisation where the course of training for that rating or authorisation was given by the SE(G) unless permission in writing is obtained from the CAA.

11.3. Prerequisites for training

The pre-requisites to commence training are:

- a. PPL(G) holder with a current Certificate of Validity. together with a valid FI(G) Certificate with FIC(G) privileges and a valid FE(G) authorisation.
- b. Minimum of 2000 hours as pilot in command of gyroplanes of which at least 1000 hours are as FI(G).
- c. Successfully examined a minimum of 5 candidates as FE(G).
- d. Successfully instructed a minimum of 5 candidates as FIC(G).
- e. Relevant knowledge, background and appropriate experience related to the privileges of an examiner;
- f. That they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued by the CAA for non-compliance with the Regulations during the last 3 years.
- g. An assessment of prerequisite experience by the Panel Selection Board.

11.4. Application for training

Application for training is made directly to the Panel Selection Board via the contact details within the General Information section of this document.

The acceptance of a person to start a schedule of training with an SE(G) approved by the CAA, shall be made upon recommendation by the Panel Selection Board and when satisfied, that the applicant has met the experience prerequisites as set out in this document.

11.5. Training content

Applicants for Senior examiner authorisation shall undertake a standardisation course provided by SE(G) approved by the CAA. The standardisation course shall consist of theoretical and practical instruction and shall include, at least:

- a. the conduct of 2 simulated skill tests, proficiency checks or assessments of competences for the licences, ratings or certificates for which the applicant seeks the privilege to conduct tests and checks;
- b. instruction on the applicable requirements and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;
- c. a briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees.

11.6. Application for rating issue

The requirements for the issue of an SE(G) authorisation are:

- a. The completion of a course of training suitably recorded by the instructing SE(G). These records are retained by the SE(G) as part of their training notes.
- b. Completion of a minimum of 1 day of classroom training.
- c. Applicants for a Senior examiner authorisation shall demonstrate their competence to an SE(G) specifically authorised to do so by the CAA for the examiner's authorisation through the conduct of a skill test, proficiency check or assessment of competence in the examiner role for which privileges are sought including briefing, conduct of the skill test, proficiency check or assessment of competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.

11.7. Credits for existing SE rating holders (non gyroplane)

There is no credit for holders of existing SE authorisation (non gyroplane).

11.8. Application procedure

Application is made on form SRG 2102. Details of where to submit the form and supporting documentation are included on the form.

11.9. Revalidation of authorisation

The SE(G) authorisation is issued with a 3 year validity. It is revalidated by the conduct of assessment of competence by an SE(G) according to the schedule in Appendix N.

11.10. Renewal of authorisation

If an FIE(G) authorisation expires it can be renewed by:

- a. Appropriate refresher training by an SE(G).
- b. conduct of assessment of competence by an SE(G) according to the schedule in Appendix N.

Appendix A – The PPL(G) Syllabus

Stage 1 - Basics

- Ex 1: An Introductory Flight
- Ex 2: Lookout, Speed, Direction
- Ex 3: Trim, Height, Balance
- Ex 4: Startup, Taxi, Shutdown

Stage 2 - General Handling

- Ex 5: Understanding Power Changes
- Ex 6: Coordinated Turns
- Ex 7: Correcting for Wind
- Ex 8: Accurate Height and Speed
- Ex 9: Performance Climbing and Descending
- Ex 10: Climbing and Descending Turns
- Ex 11: Significant Speed Changes, Fast Flight
- Ex 12: Flying the Circuit Pattern

Stage 3 - Take Offs and Landings

- Ex 13: Active Rotor Management
- Ex 14: Take Offs, Wind on the Runway Heading
- Ex 15: Take Offs, Different Conditions
- Ex 16: Landing, Wind on the Runway Heading
- Ex 17: Landing, Different Conditions
- Ex 18: Precision Landings
- Ex 19: Precision Landings, Idle Power

Stage 4 - Advanced

- Ex 20: Departing and Arriving at Airfields
- Ex 21: Slow Flight
- Ex 22: Slow Flight on Idle Power
- Ex 23: Ground Reference Turns
- Ex 24: Unusual Attitudes
- Ex 25: Low Flying
- Ex 26: Consolidation, En Route Airmanship

Stage 5 - Emergencies

- Ex 27: Inflight Emergencies
- Ex 28: Precautionary Landing
- Ex 29: Forced Landing
- Ex 30: Forced Landing around the Airfield

Stage 6 - Solo

- Ex 31: Pre-Solo Check Flight
- Ex 32: First Solo
- Ex 33: Solo Consolidation

Stage 7 - Navigation

- Ex 34: En Route Navigation
- Ex 35: Landing Out
- Ex 36: Solo Navigation
- Ex 37: Qualifying Cross Country

Stage 8 - Test Prep

- Ex 38: Preparation for the Skills Test

The Theoretical Knowledge:

- Air Law
- Human Factors
- Meteorology
- Navigation
- Gyroplane Technical

Appendix B- Syllabus for PPL(G). Single Seat.

Exercises marked with SS/ indicates exercise is done in, and specifically for, a single seat gyroplane. All other exercises are performed in a 2-seat gyroplane with an instructor. Exercises marked with SS/ requires competence in all the previous exercises.

Stage 1 Basics

- Ex 1: An Introductory Flight
- Ex 2: Lookout, Speed, Direction
- Ex 3: Trim, Height, Balance
- Ex 4: Startup, Taxi, Shutdown

Stage 2 General Handling

- Ex 5: Understanding Power Changes
- Ex 6: Coordinated Turns
- Ex 7: Correcting for Wind
- Ex 8: Accurate Height and Speed
- Ex 9: Performance Climbing and Descending
- Ex 10: Climbing and Descending Turns
- Ex 11: Significant Speed Changes, Fast Flight
- Ex 12: Flying the Circuit Pattern

Stage 3 - Take Offs and Landings

- Ex 13: Active Rotor Management

SS/1: Cockpit differences, external differences.

SS/2: Supervised Taxiing, tethered rotor, untethered, rotor control while taxiing.

SS/3: Pre-rotation with and without pre-rotator.

SS/4: Rotor acceleration, deceleration.

SS/5: Blade sailing, avoidance, recovery

SS/6: Moving off, rocking back to balance position.

SS/7: Power and stick control to maintain balance.

SS/8: Rotor control during balance. Accelerating and decelerating RRPM.

-
- Ex 14: Take Offs, Wind on the Runway Heading
 - Ex 15: Take Offs, Different Conditions
 - Ex 16: Landing, Wind on the Runway Heading
 - Ex 17: Landing, Different Conditions

- SS/9: From wheel balancing to momentary lift off and settling back.
- SS/10: Progression from balancing to low hops.
- SS/11: Low hops.
- SS/12: High hops.
- SS/13: High hops with idle power landing
- SS/14: S turns along the runway.
- SS/15: Cross wind hops.

- Ex 18: Precision Landings
- Ex 19: Precision Landings, Idle Power

Stage 4 - Advanced

- Ex 20: Departing and Arriving at Airfields
- Ex 21: Slow Flight
- Ex 22: Slow Flight on Idle Power
- Ex 23: Ground Reference Turns
- Ex 24: Unusual Attitudes
- Ex 25: Low Flying
- Ex 26: Consolidation, En Route Airmanship

Stage 5 - Emergencies

- Ex 27: Inflight Emergencies
- Ex 28: Precautionary Landing
- Ex 29: Forced Landing
- Ex 30: Forced Landing around the Airfield

Stage 6 - Solo

- Ex 31: Pre-Solo Check Flight
- SS/16: First Solo
 - SS/17: Solo Consolidation including local area

Stage 7 - Navigation

Ex 34: En Route Navigation

Ex 35: Landing Out

SS/18: Solo Navigation

SS/19: Qualifying Cross Country

Stage 8 - Test Prep

SS/20: Preparation for the Skills Test to include observed exercises of:

- Short field Take off
- Soft field Take off
- Slow and fast flight while holding constant altitude above the runway
- Idle power descent at slow airspeed, maintaining rudder authority and recovery
- Landing into a specified restricted space
- Symmetrical constant altitude figure of 8's over a specified point.

The Theoretical Knowledge:

Air Law

Human Factors

Meteorology

Navigation

Gyroplane Technical

Appendix C - Night Rating (Gyroplanes) Training Course

The aim of the Gyroplane Night Rating training course is to train and qualify PPL(G) holders to exercise the privileges of the licence at night.

General

Whilst there is no requirement for the training to be conducted at a National Approved Training Organisation (Gyroplanes), the training organisation or Flight Instructor offering the course must have previously submitted the proposed course to the Civil Aviation Authority (General Aviation Unit) for review and recognition.

Upon completion of the course the Training Organisation / instructor should issue a certificate of satisfactory completion of the instruction that can be used to support an application for licence endorsement.

Content of Training Syllabus

The hours required for completion of a Gyroplane Night Rating course can be found in Section 3, Paragraph 3.3 of this document.

The items to be covered during the training flights must include at least the following:-

a. Dual Instruction by sole reference to instruments

Inadvertent entry into IMC

General Handling

- i. interpretation and use of the EFIS
- ii. Straight and level flight
- iii. Rate one turns to the left and right
- iv. Turning to specific headings
- v. Maintaining a heading for a significant period of time
- vi. Standard climbs to specific altitudes
- vii. Standard descents to specific altitudes
- viii. Glide descents
- ix. Maintaining trim and balance

Unusual Attitudes

- i. Nose high and banked
- ii. Nose low and banked

Emergencies

- i. Initial response when inadvertently entering IMC
- ii. Simulated engine failure in flight

b. Flying at Night

Standard Night Flying

- i. Circuit flying at Night
- ii. Navigating to a specified location

Emergencies

- i. Initial response when inadvertently entering IMC
- ii. Simulated engine failure in flight (initial actions only)
- iii. Landing with landing light failure
- iv. Landing to an area with restricted lighting

Unusual attitudes at night

- i. Nose high and banked
- ii. Nose low and banked

Appendix D – Commercial Pilots Licence (Gyroplanes) Training Course

GENERAL

The aim of the CPL training course is to train licence holders to the level of competence required to operate to a standard required for Commercial operations Gyroplanes and to pass the CPL(G) Licence Skills Test

CONTENT

It is a pre-requisite that pilots entering the CPL(G) course must have passed Written Examinations for the Commercial Pilot Licence (Aeroplanes) or (Helicopters). The CPL(G) training course will then consist of the following elements:

- (1) Part 1 Gyroplane specific Theoretical Knowledge Instruction covering Principles of Flight and General knowledge;
- (2) Part 2 Flight Training; A minimum of 24 hours training

Part 1

PRINCIPLES OF FLIGHT (GYROPLANES) AND GENERAL KNOWLEDGE (GYROPLANES)

Principles of Flight (Gyroplanes)

(a) The course should include at least **20** hours of theoretical knowledge instruction, covering the following learning objectives:-

- i) Main Components of a Gyroplane
- ii) Primary Controls
- iii) Instrumentation
- iv) Electrical System
- v) Piston Engines
- vi) Forces acting on a Gyroplane
- vii) Rotor Systems
- viii) Stability
- ix) Safety

General Knowledge (CPL Gyroplanes)

- i) Legal considerations (privileges, limitations, airworthiness certificates)
- ii) Flight Planning
- iii) VFR Navigation
- iv) Performance
- v) Gyroplane Type

Part 2

AIR EXERCISES

(a) The Flight training course is divided into 3 or 4 phases, as follows:-

- i. General Handling (minimum 10 hours)
- ii. Navigation (minimum 7 hours)
- iii. Instrument Flying (minimum 3 hours)
- iv. Night (minimum 5 hours)

GENERAL

Pre-flight briefings are to be developed for each flight training sortie. The briefing normally includes a statement of the aim and a brief allusion to principles of flight only if relevant. An explanation is to be given of exactly what air exercises are to be taught by the instructor and practised by the student during the flight. It should include information on how the flight will be conducted, who is to fly the gyroplane and what airmanship, weather and flight safety aspects currently apply. The nature of the lesson will govern the order in which the constituent parts are to be taught.

(a) The four basic components of the briefing will be:

- i. the aim;
- ii. principles of flight (briefest reference only);
- iii. the air exercise(s) (what, and how and by whom);
- iv. airmanship (weather, flight safety etc.).

It is to be noted that airmanship and look-out is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at all times. It is envisaged that each flight would be of approximately 1 hours duration, however the time spent on each exercise must be sufficient for the student to demonstrate competence in all elements of the flight profile.

PHASE 1 – GENERAL HANDLING

Flight 1	General Handling Assessment Flight
Flight 2	Precision Landings with and without power
Flight 3	Ground handling and rotor management
Flight 4	Accurate Flying Skills / control coordination
Flight 5	Take Off (strong / cross wind, nil wind, degraded performance)
Flight 6	Landing (strong / cross wind, nil wind, degraded performance)
Flight 7	Practise Forced Landing (accurate approaches)
Flight 8	Low level flight with TEM
Flight 9	Slow Flight (Manoeuvring)
Flight 10	Emergencies

PHASE 2 - NAVIGATION

Flight 11	Navigation (location of features)
Flight 12	Accuracy of Heading
Flight 13	Track Crawl
Flight 14	Enroute lost procedures
Flight 15	Enroute diversions
Flight 16	Landaway / departure from Airfield with Full ATC
Flight 17	Location / assessment of suitable landing site

PHASE 3 – INSTRUMENT FLYING

Flight 18	Basic Instrument Flying (general handling)
Flight 19	Basic Instrument Flying (unusual attitudes and simulated emergencies)
Flight 20	Basic Instrument Flying (Navigation with reduced visibility)

PHASE 4 – NIGHT

Flight 21 -	Night visual circuits
Flight 22 -	Night Navigation
Flight 23 -	Night Emergencies
Flight 24 -	Night Visual circuits (solo)

Appendix E – The FI(G) (Restricted) Syllabus

Courses for FI(G)(Restricted) training, which must include guidance notes for FIC(G) instructors and training material for FI candidates, are to be submitted to and approved by the CAA.

GENERAL

The aim of the FI training course is to train aircraft licence holders to the level of competence required to act as a Flying Instructor in Gyroplanes.

All instructors shall be trained to achieve the following competences:

- a. Prepare resources,
- b. Create a climate conducive to learning,
- c. Present knowledge,
- d. Integrate Threat and Error Management (TEM) and crew resource management,
- e. Manage time to achieve training objectives,
- f. Facilitate learning,
- g. Assess trainee performance,
- h. Monitor and review progress,
- i. Evaluate training sessions,
- j. Report outcome.

The training course should develop safety awareness throughout by teaching the knowledge, skills and attitudes relevant to the FI task including at least the following:

- a. refresh the technical knowledge of the student instructor;
- b. train the student instructor to teach the ground subjects and air exercises;
- c. ensure that the student instructor's flying is of a sufficiently high standard;
- d. teach the student instructor the principles of basic instruction and to apply them at the PPL level.

FLIGHT INSTRUCTION

30 hours of flight instruction in a two seat gyroplane.

The skill test is additional to the course training time.

CONTENT

The training course consists of two parts:

- a. Part 1, theoretical knowledge, including the teaching and learning instruction
- b. Part 2, flight instruction.

Part 1 THEORETICAL KNOWLEDGE INSTRUCTION SYLLABUS

The course should include at least 125 hours of theoretical knowledge instruction, including at least 25 hours teaching and learning instruction.

Content of the Teaching and Learning Instruction (Instructional Techniques)

- a. The learning process:
 - i. motivation;
 - ii. perception and understanding;
 - iii. memory and its application;
 - iv. habits and transfer;
 - v. obstacles to learning;
 - vi. incentives to learning;
 - vii. learning methods;
 - viii. rates of learning.
- b. The teaching process:
 - i. elements of effective teaching;
 - ii. planning of instructional activity;
 - iii. teaching methods;
 - iv. teaching from the 'known' to the 'unknown';
 - v. use of 'lesson plans'.
- c. Training philosophies:
 - i. value of a structured (approved) course of training;
 - ii. importance of a planned syllabus;
 - iii. integration of theoretical knowledge and flight instruction;
- d. Techniques of applied instruction:
 - i. theoretical knowledge: classroom instruction techniques:
 - use of training aids;
 - group lectures;
 - individual briefings;
 - student participation or discussion.
 - ii. flight: airborne instruction techniques:
 - the flight or cockpit environment;

-
- iii. techniques of applied instruction;
 - post-flight and in-flight judgement and decision making.

 - e. Student evaluation and testing:
 - i. assessment of student performance:
 - the function of progress tests;
 - recall of knowledge;
 - translation of knowledge into understanding;
 - development of understanding into actions;
 - the need to evaluate rate of progress.
 - ii. analysis of student errors:
 - establish the reason for errors;
 - tackle major faults first, minor faults second;
 - avoidance of over criticism;
 - the need for clear concise communication.

 - f. Training programme development:
 - i. lesson planning;
 - ii. preparation;
 - iii. explanation and demonstration;
 - iv. student participation and practice;
 - v. evaluation.

 - g. Human performance and limitations relevant to flight instruction:
 - i. physiological factors:
 - psychological factors;
 - human information processing;
 - behavioural attitudes;
 - development of judgement and decision making.
 - ii. threat and error management.

 - h. Specific hazards involved in simulating systems failures and malfunctions in the aircraft during flight:
 - i. importance of 'touch drills';
 - ii. situational awareness;
 - iii. adherence to correct procedures.

 - j. Training administration:
 - i. flight or theoretical knowledge instruction records;
 - ii. pilot's personal flying logbook;
 - iii. the flight or ground curriculum;

-
- iv. study material;
 - v. official forms;
 - vi. flight manual or equivalent document (for example owner's manual or pilot's operating handbook);
 - vii. flight authorisation papers;
 - viii. aircraft documents;
 - ix. the private pilot's licence regulations.

The remaining 100 hours of practical Theoretical Knowledge Instruction should include exercises based upon the PPL (G) syllabus, (including Theoretical Knowledge syllabus as follows) :

- a. Teaching Local Airfield Procedures
- b. Teaching Aviation Law
- c. Teaching Meteorology
- d. Teaching Human Performance
- e. Teaching Navigation
- f. Teaching Gyroplane Technical
- g. Teaching for the Gyroplane Type Oral Examination

Advanced Knowledge

- a. Advanced understanding of Gyroplane Aerodynamics

Part 2

AIR EXERCISES

The air exercises are similar to those used for the training of PPL(G), as per Appendix 1 of this document, but with additional items designed to cover the needs of an FI.

The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide: therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

- a. the applicant's progress and ability;
- b. the weather conditions affecting the flight;
- c. the flight time available;
- d. instructional technique considerations;

-
- e. the local operating environment.

It follows that student instructors will eventually be faced with similar interrelated factors. They should be shown and taught how to construct flight lesson plans, taking these factors into account, so as to make the best use of each flight lesson, combining parts of the set exercises as necessary.

GENERAL

The briefing normally includes a statement of the aim and a brief allusion to principles of flight only if relevant. An explanation is to be given of exactly what air exercises are to be taught by the instructor and practised by the student during the flight. It should include information on how the flight will be conducted, who is to fly the aeroplane and what airmanship, weather and flight safety aspects currently apply. The nature of the lesson will govern the order in which the constituent parts are to be taught.

The four basic components of the briefing will be:

- a. the aim;
- b. principles of flight (briefest reference only);
- c. the air exercise(s) (what, and how and by whom);
- d. airmanship (weather, flight safety etc.).

PLANNING OF FLIGHT LESSONS

The preparation of lesson plans is an essential prerequisite of good instruction and the student instructor is to be given supervised practice in the planning and practical application of flight lesson plans.

GENERAL CONSIDERATIONS

The student instructor should complete flight training to practise the principles of basic instruction at the PPL(G) level.

During this training the student instructor occupies the seat normally occupied by the FI(G).

It is to be noted that airmanship and look-out is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at all times.

The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.

INSTRUCTING AT NIGHT

Any FI(G) wishing to offer instruction at night must, themselves, hold a Gyroplane licence endorsed with a Night Rating and have completed 10 hrs PIC time at night including 3 navigation flights to a destination at least 25nm from the point of departure.

The instructor must then pass an Assessment of Competence (AoC) with a Night Rated FIE . The objective of the Assessment of Competence is to demonstrate competence to teach the learning objectives of the Night Rating Course and will include both Theoretical Knowledge and flight instruction aspects of the syllabus.

Upon successful completion of the AoC, application must be made to the CAA to vary the privileges of the FI Authority.

Once qualified to instruct at Night, FI(G)'s may only teach in accordance with a course that has been approved by the Civil Aviation Authority General Aviation Unit (see Appendix C to this document).

Appendix F – The FIC(G) Syllabus

Training towards the FIC(G) qualification must be carried out at an Organisation approved by the CAA to run such a course. Applicants wishing to proceed should contact a course provider for further details.

For a current list of approved course providers please contact the panel at panel@gyroplanes.uk

Appendix G – The FE(G) Syllabus

The following syllabus is a minimum of the topics to be covered. It is formatted as an example of the requirements and as a record for the training provider.

Date		Syllabus of training for the Flight Examiner FE(G)	Signature
	1	Introduction and plan for the course	
	2	Examiner authorisations and requirements (a) Appointments (b) Validity (c) Standardisation (d) Who may test whom	
	3	Basic examining techniques and role of the examiner <ul style="list-style-type: none"> - Flight Examiners Handbook (Aeroplanes) - Standards Document 44 - Reference to standard documents 14,19,21 	
	4	Demonstration of knowledge of Core Course Training Package	
	5	Flight test documentation and administration <ul style="list-style-type: none"> - Skill Test Report Form - Medical form - Examiner Insurance - Applicants – personal data protection - Appeals against conduct of flight tests - PPL(G) Application form 	
	6	Theoretical knowledge of machine and performance considerations oral examination	
	7	Passenger safety briefing content	

	8	<p>Skill Test</p> <ul style="list-style-type: none"> - Purpose of test - Skill test briefing - Skill test schedule and format - Skill test tolerances - Skill test standard - Planning for test – route selection 	
	9	<p>Arrangement for the conduct of skills test and proficiency checks</p> <ul style="list-style-type: none"> - Booking skill tests - Approval of Gyroplanes - Use of aerodromes and compliance with exemptions to fly from unlicensed airfields - Training facilities - Test fees - payment 	
	10	<p>Examiner briefing format and techniques</p> <ul style="list-style-type: none"> - Initial briefing - Planning - Main briefing – aide memoir - Sample briefing by FIE - Practice briefing by FE applicant – review 	
	11	<p>Conduct of Flight Exercises</p> <ul style="list-style-type: none"> - Examiner techniques in the air - Handling of simulated emergencies and abnormal procedures - Termination of flight test - Repeat manoeuvres - Partial pass - Incomplete tests 	
	12	<p>Actions after flight</p> <ul style="list-style-type: none"> - Debriefing techniques – sample by FIE - Flight test results - Failure of skill test and proficiency checks 	

		<ul style="list-style-type: none">- Flight re-test requirements- Re-training – recommended / mandatory- Completion of test report form and licence / log book entries- Statistical records	
	13	Examiner Acceptance Flight Test	

Appendix H – The FIE(G) Syllabus

The following syllabus is a minimum of the topics to be covered. It is formatted as an example of the requirements and as a record for the training provider.

Date		Syllabus of training for the Flight Examiner FE(G)	Signature
	1	Introduction and plan for the course	
	2	Examiner authorisations and requirements (a) Appointments (b) Validity (c) Standardisation (d) Who may test whom	
	3	Basic examining techniques and role of the examiner <ul style="list-style-type: none"> - Flight Examiners Handbook (Aeroplanes) - Standards Document 44 - Reference to standard documents 10 and 14 	
	4	Demonstration of knowledge of Core Course Training Package	
	5	Flight test documentation and administration <ul style="list-style-type: none"> - Instructor Application form 	
	6	Discussion and standardisation of PPL(G) syllabus exercises	
	7	Demonstration of pre-flight briefing techniques by applicant	
	8	Discussion and standardisation of instructional technique	
	9	FI Skill Test <ul style="list-style-type: none"> - Purpose of test - Skill test schedule and format 	

		<ul style="list-style-type: none"> - Skill Test standard - Mandatory Items - Safety Module 	
	10	<p>Arrangements for the conduct of skill tests and proficiency checks</p> <ul style="list-style-type: none"> - Booking skill tests - Gyroplanes - Use of aerodromes - Training facilities - Test fees - payment 	
	11	<p>Examiner briefing format and techniques</p> <ul style="list-style-type: none"> - Initial briefing – by examiner - Long Brief - Associated subjects – ground school - Main / Pre-flight briefing - Examiner role and technique 	
	12	<p>Flight test documentation and administration</p> <ul style="list-style-type: none"> - FI Skill test report and form - Applicants – personal data protection - Appeals against conduct of flight tests 	
	13	<p>Conduct of Flight Exercises</p> <ul style="list-style-type: none"> - Examiner techniques in the air - Assessment - Definition of terms; demonstrate, teach, patter etc - Termination of flight test 	
		<p>Actions after flight</p> <ul style="list-style-type: none"> - Post flight debrief – by applicant - Post flight debrief – by examiner - Flight test results 	

		<ul style="list-style-type: none"> - Failure of skill test and proficiency checks – privileges affected - Flight re-test requirements - Re-Training - Completion of test report form and licence / log book entries - Statistical records 	
	14	<p>Other privileges</p> <ul style="list-style-type: none"> - FE(G) Training course - FE(G) testing and monitoring - FIC training courses - FIC testing and monitoring 	
	15	<p>FIE acceptance/approval flight tests</p> <ul style="list-style-type: none"> - Role of applicant and CAA Staff FIE - Ground associated subjects 	

Appendix I – Schedule for Gyroplane (Type) Examination

The applicant must demonstrate a Daily Inspection of the gyroplane and demonstrate knowledge of the gyroplane systems and components for that type.

The following is a guide for the questions to ask the applicant to ensure that they understand the performance issues surrounding the actual gyroplane they are flying.

- a. What is the maximum take-off weight for the gyroplane? What is the empty weight and therefore how much is the maximum payload?
- b. What are the weight limitations to ensure that the centre of gravity of the gyroplane is within limits?
- c. What is the expected fuel consumption for the weight that you are going to carry? Therefore how long is the aircraft endurance? What is the required contingency factor?
- d. How do you calculate the weight of fuel for a given quantity?
- e. What is the maximum speed for the gyroplane (VNE)?
- f. What is the minimum speed to maintain level flight for the gyroplane?
- g. What is the safe maneuvering speed for the gyroplane?
- h. What is the expected take off distance for the weight, wind conditions and surface conditions?
- i. What are the factors affecting the take-off and landing distances?

Appendix J – Schedule for the General Flying Test

The syllabus lists all the items which should be covered during training and which may be examined during the Flight Test. The applicant will be required to demonstrate a satisfactory standard of knowledge and handling in all items included in the Flight Test.

During the brief and/or debrief the examiner has a duty to satisfy himself that the candidates knowledge of all elements of the PPL(G) syllabus, including the theoretical knowledge, is sufficient and relevant to safe gyroplane flying in the UK.

The examiner form can be down loaded from the CAA website. The form is SRG2124. The table below is an extract of the test schedule from this form.

Use of checklist, airmanship, control of gyroplane by external reference, apply in all sections.	
SECTION 1. TYPE SPECIFIC ORAL (Examiner to ask at least 2 questions in each category - pass mark 75%)	
a) Weight and Balance	j) Gentle turns onto specified heading
b) Performance	k) Climbing and descending turns onto specified heading
c) Speeds	l) Recovery from slow speed descent - without power
d) Systems and warning lights	m) Recovery from slow speed descent - with power
e) Fuel	n) Flight into and out of a restricted or confined area
f) Aircraft documentation	o) Practice forced landing
g) Pilot maintenance	p) Recovery from unusual attitude - nose high, high power
SECTION 2. PRE-FLIGHT/ POST FLIGHT CHECKS AND PROCEDURES	q) Recovery from unusual attitude - roll left, nose down
a) Gyroplane knowledge - Aircraft documents, fuel, mass and balance, performance, flight planning, NOTAMs, weather briefing, Passenger safety brief	SECTION 4 - ABNORMAL AND EMERGENCY PROCEDURES (Oral discussion)
b) Pre-flight inspection/action, location of parts and purpose	a) Simulated partial power, flying and landing
c) Cockpit inspection, starting procedure; running up	b) Simulated throttle cable break

d)	Communication and navigation equipment checks, selecting and presetting frequencies (if applicable)	c)	Simulated trim failure - Full rear trim (if applicable to type)
e)	Pre-take off procedure, R/T procedure, ATC liaison - compliance (if applicable)	d)	Simulated trim failure - Full forward trim (if applicable to type)
SECTION 3 - GENERAL HANDLING		e)	Simulated engine fire in flight
a)	Taxi/Rotor management	f)	Simulated electrical fire in flight
b)	Take off into prevailing wind		
c)	Normal circuit		
d)	Landing to full stop or touch and go		
e)	Landing - power on to a fixed point		
f)	Landing - power off to a specified point		
g)	Aborted take off during speed build up before climb		
h)	Go around from approach to land (balked approach)		
i)	Straight and level flight at slow, cruise and fast speeds		

Appendix K – Schedule for the FI(G) (Restricted) and FI(G) Tests

Classroom

- a. Deliver a minimum of 2 flight briefings as taught to a student
- b. Deliver a component part from one of the following topics
 - i. Aviation law
 - ii. Human Performance & Limitations
 - iii. Meteorology
 - iv. Navigation
- c. Deliver a component part from Gyroplane Technical
- d. General assessment based upon experience of instruction

Flying

- a. Fly a minimum of 1 flight exercise as delivered in the briefing above
- b. General handling skills

Appendix L – Schedule for the FIC(G) Tests

Overview

The FIC Exam has been designed as a 1 day exam in 4 parts. The exam is designed to last about 6 hours (+ breaks). All times given in this document are ‘suggested’ as a guide.

- a. Part 1 : FIC Candidate presents the standard FI Course Structure and standard FI Induction presentation (1hr).
- b. Part 2 : FIC Candidate delivers a minimum of two topics from a pre-defined list of elements of the Human factors of learning elements of the course. (1hr)
- c. Part 3 : Sample Briefings. The FIC Candidate delivers a small selection of briefing components from the FI Course syllabus, in the standardised format. (30 mins prep and 1 hr delivery)
- d. Part 4 : Flight Element. The FIC Candidate flies with the FIE to cover a number of elements that are included in the FI Exam. (Approx 90 mins flight with 30 mins flight brief and 30 mins flight debrief)

Part 1 : Course Structure and FI Induction

The FIC Candidate will present to the FIE, as if they were presenting/explaining to a new FI candidate, the main elements of the Approved FI course and the training material, that will define what the FI has to teach to the new PPL(G) student.

Expected time, about 1 hour. The FIC Candidate should do this as a pre-prepared presentation.

The candidate should use the standard presentation where possible and have copies of the training documents required in order to explain their content and how they are used.

Part 2 : Human Learning Factors, Presentation Skills, Training Notes

The FIC Candidate should be prepared to present/explain key elements of the FI Core Course topics incorporating Human Learning Factors, Presentation Skills and the recording of Training Notes.

Expected time about 1 hour. The number of topics would depend upon the time available and the performance of the FIC candidate. At least 2 topics must be performed. All topics should be prepared, the actual topics are selected by the FIE on the day.

The list of topics will include:

- a. How Student training records are recorded

-
- b. The learning method incorporated into the course
 - c. How pre-flight planning is taught
 - d. The key elements of presentation skills and instructional skills
 - e. The structure of the theoretical knowledge elements of the course
 - f. The structure of the flying elements of the course

Part 3 : Sample Briefings

The FI Candidates will be presented to the FIE for their FI test, it is important that the FIC candidate can prepare the FI Candidates correctly.

The FIC Candidate should be prepared to present any of the standard briefings components to show to the examiner that they can present to the FI students in the standardised FIC way. (It is expected that the briefings that will be chosen that are likely to be on the FI Exam.)

Expected time about 1 hour. The FIC candidate can refer to any notes and documentation available and can take up to 30 minutes preparation time.

Part 4 : Sample Flight

The FIC Candidate shall fly a selection of the exercises covered on the FI Course as an audit of flying skills and teaching technique.

Expected time of around 90 minutes flight time with an expected 30 minutes pre flight and 30 minutes post flight debrief. The flight will be conducted with the FIC Candidate in the front seat and the FIE in the rear seat. It can be presented in any gyroplane chosen by the FIC Candidate.

There should be a pre-flight brief so that the FIE and the FIC Candidate are absolutely clear on the content of the flight and who is acting as the “Instructor” at each part of the flight.

The flight will include all the following separate components:

- a. Demonstration of a practical general handling exercise by the FIC to show they can deliver the exercise in the standardised way. This FIC Candidate is acting as FIC and the FIE is acting as the FI Candidate.
- b. FIE acting as FI “Instructor” talking to the FIC who is acting as an ab-initio “student” where the FIC Candidate has to only do what the FIE says. The FIE will emulate an FI Candidate getting it wrong. The FIC can only fly according to what is said, but make the judgement calls as how “wrong” the FI Candidate is allowed to get. It is expected this will be done for take offs and/or landings.

-
- c. FIC Candidate flying a selection of the elements of the flying part of the syllabus where students will put the aircraft into hazardous positions. These can be any of the selected exercises in the syllabus but must include the following:
- i. Poor performance take off, remaining only a few feet above the ground and showing that take off behind the power curve is not possible and hazardous.
 - ii. Taking off and climbing at slow speed (say 40mph) through the 'do not fly' zone to a safe height, reducing speed to show the limit of slow level flight and recovering to land.

Appendix M – Schedule for the FE(G) Tests

Classroom

- a. Review changes to aviation law, procedures etc that have taken place since the last review/examination
- b. Review the skills test briefing
- c. Review the skills test elements
- d. Review standardisation

Flying

- a. Conduct a simulated skill test.

Appendix N – Schedule for the FIE(G) Tests

Classroom

- a. Review of FIC(G) courses and examinations given and standardisation points raised.
- b. Review of FE(G) courses and examinations given and standardisation points raised.
- c. Review of FIE(G) courses and examinations given and standardisation points raised.
- d. Review of standardisation of theoretical knowledge topics.

Flying

- a. None

Appendix O – PPL(G) Application Form

See form SRG 2101 available from the CAA website

Appendix P – PPL(G) Instructor Rating Application Form

See form SRG 2102 available from the CAA website

Appendix R : Guidance for Supervising FI's

Section 6 of this document specifies the requirements for the upgrade from FI(G)(Restricted) to FI(G) as

- a. A minimum of 100 hours of dual flying training, covering every exercise in the PPL(G) Syllabus;
- b. Supervision of at least 25 student solo flights
- c. Pass a test conducted by an FIE(G).

In addition, there is a requirement for a letter of recommendation from the supervising FI(G) that the applicant is suitable to instruct unsupervised.

This appendix contains the best practice guidance given to the supervising FI(G) on how to determine that the applicant is suitable to instruct unsupervised. This guidance was prepared at the UK Panel meeting in January 2015 as guidance to the FIE on how to assess an FI as suitable for upgrade to FI.

Proving that you can teach someone to fly

The principle is that the FI is capable of taking a person who has no prior knowledge of aviation (apart from, say a few hours of experience flights) and able to teach them to fly safely.

The easiest way to prove this is to take a single person with no prior knowledge right through the course, including all the ground topics, and they pass their GFT and get a licence from the CAA. Supplement this with other students (including those who already have a pilots licence and are converting to gyroplanes) to train all the exercises including solo and GFT. If it took an average ab-initio person 50 hours, to get their licence half the hours would be done by a single ab-initio student and half would be done by other students.

However, it is appreciated that this is not always possible therefore the same can be achieved with a (limited) number of ab-initio students.

In order to fulfil the criteria that a person has been taught to fly, some of the elements can only apply to students who have no prior knowledge of aviation (ab-initio) and therefore the training must contain **at least one** ab-initio student in each of the following sections (but it could be a different ab-initio student in each section):

-
- a. From the beginning to at least competent circuits.
 - b. From circuits through to solo.
 - c. The navigation aspects of the syllabus including the dual and solo cross country qualifying flights.
 - d. The ground school subjects excluding gyroplane technical (and they pass the exams)
 - e. The other aspects could be done by people who already hold a licence in a different form of aviation:
 - f. The Pre-GFT exercise
 - g. The GFT and they must have passed.
 - h. The ground school subject of gyroplane technical (and they pass the exam)

Where there is a mix of students it must be clear that the FI spent significant time with the student and their learning can be attributed to the FI. It would not make sense (in an extreme example) that the FI taught each exercise to a different student as there would be no way of determining how much learning actually took place.

Training of students who already hold a licence in a different form of aviation still counts towards to 100 hours and all the exercises count towards the mix but do not count as part of the teaching someone to fly.

The solo flying

The highest risk factor is the decision to send someone solo. The regulation states that you must supervise a minimum of 25 solo flights. The regulation also states that in order to obtain a PPL(G) the student must fly a minimum of 10 solo hours. These numbers are designed that in order to prove good decision making it is expected that the FI will supervise 2 or 3 students.

- a. At least one of the students must not already hold a pilots licence (they have already been taught to fly)

The following actions should be avoided

- a. Doing lots of short flights on the same day in order to count a higher number of flights.
- b. Supervising a student for whom the FI(G) (Restricted) has not done a significant part of the pre-solo training.

General notes

- a. The mix of exercises is very important. If there are 35 exercises in the PPL(G) syllabus then ideally each would be done 3 times. This is not an actual requirement but guidance. Each exercise should have been done at least twice.
- b. Only a small number of Air Experience flights are relevant to the 100 hours. If there are more than 5 hours of air experience flights counted then it would imply that the mix of the remainder of the exercises is insufficient.
- c. Training of type conversions or advanced training is valid for the 100 hours but a high number of hours would imply that the mix of the remainder of the exercises is insufficient.

The role of the Supervising FI

As part of the supervision process, it is the responsibility of the supervising FI to mentor and, where appropriate, complete the aspects of the instructor training that cannot be meaningfully included in the initial FI instructor course.

This includes ensuring the FI understands and demonstrates good decision making for a significant period before being recommended for upgrade in the following:

- a. Flying with due consideration for the weather, appropriate for the student being trained
- b. Flying a 'sensible' number of training flights in a day. Guidance would be that an FI should limit the number of training flights to 4 per day, a sensible limit for experience flights would be 6 per day.
- c. Flying with due consideration for student workload
- d. Flying according to the syllabus at all times, cognisant that students learn by watching what the instructor does, even when they are not officially teaching.
- e. Briefing and debriefing appropriately.
- f. Recording of training notes appropriately.
- g. Preparing for the GFT appropriately

The supervising FI must fly with each student before their first solo to satisfy himself that the student has all the required skills. It is recommended however that the flight is not immediately before the first solo, as a significant part of the process is the actual decision to send the student on their first solo and this should be proposed by the FI and verified by the FI.

The supervising FI must go through the planned route with the student pilot and verify that sufficient planning has been performed before the first solo navigation flight.

The FI (Restricted) to FI upgrade exam

It is the responsibility of the FIE(G) to audit that the requirements have been met as part of the upgrade exam.

- a. A portfolio should be presented by the FI to show that the points raised above have been duly covered by reference to the training records.
- b. The FIE(G) should communicate with the GR(G) or FE(G) regarding the scores obtained by the students in the ground exams.
- c. The FIE(G) should communicate with the supervising FI regarding the conduct during supervision.
- d. The FIE(G) should communicate with the examiner who examined the GFT(s) submitted by the FI regarding the assessment of the GFT.

The supervising FI(G) is acting on behalf of the community to make an informed decision

that the FI is ready to operate unsupervised. The FIE(G) is acting as an audit to the process.

Appendix S – Gyroplane Type Conversion Syllabus

The Instructor must maintain and retain an accurate training record of the training given and this must be agreed with the person undergoing the training. Where possible a standardised list should be used but where a list does not previously exist, the instructor must create one using the following headings as guidance. Note that each row in the table must be supplemented with the actual differences listed.

Before training commences, the person receiving the training must have access to **and read** the latest edition of the Flight Manual. This must be recorded in the training records.

Item	Description	Complete
1	Checklist for Daily Inspection	
2	Ground Adjustable Items	
3	Control Movements	
4	Start-up and Shutdown	
5	Optimum speeds <ul style="list-style-type: none">• Climbout –• Approach –• Field landing approach –	
6	Taxying	
7	Pre-rotation and Take Off	
8	Trimming	
9	General Handling	
10	Fast Speed	
11	Slow Speed	
12	Tight Turn	
13	Approach Speed	

14	Engine Failure	
15	Engine Failure on Take Off	
16	Possible Things to Go Wrong	

Flying must have taken place in accordance with the notes given in Sections 2.6 and 2.13 of this document.

Training must include the following PPL(G) exercises:

- a. Consistent Aborted take offs at an airspeed close to that desired for climbing out
- b. Consistent Landings (with power available) to a 100 m long area with a (virtual) fence of 1m at each end.
- c. Consistent Landings on idle power to a 200 m long area with a (virtual) fence of 1m at each end.
- d. Flight at the slowest possible airspeed to maintain level flight
- e. Fast flight, close to VNE
- f. Unusual attitudes
- g. Engine failure on take-off, during the climb-out at say between 200ft and 400ft.
- h. A last minute go-around simulating a baulked approach

Notes:

1. Consistent would indicate at least 3 consecutive successful attempts
2. An instructor must be able to perform these from both the pilot seat and the instructor seat.

Appendix T – Variable Pitch Prop Conversion Syllabus

The differences training should cover:

- a. Principle of operation and effect on performance;
- b. System construction and function;
- c. Propeller system limitations;
- d. Engine limitations and instrumentation;

Operation of throttle and propeller controls, including pre-flight checks and normal handling during:

- a. Start up and taxiing;
- b. Take-off and climb;
- c. Cruise at various power settings and speeds;
- d. Low speed handling, recovery from low speed flight and flight behind the drag curve
- e. Approach and go-around;
- f. Landing and shut down.

In-flight failures within the propeller system including:

- a. Failure of the pitch change mechanism
- b. Loss of governor / CSU control (where fitted)
- c. Overspeed;
- d. Underspeed.

Emergency handling, during:

- a. Engine failure after take-off/go-around;
- b. Engine failure during other phases of flight, including approach and landing;
- c. Effect of propeller pitch on glide performance following engine failure

Appendix U – Sample Qualifying Cross Country Forms

Certificate of Cross-Country Test

Notice to Student Pilots:

In the event of a landing being made at a place other than the aerodrome named below, the authorisation for the flight is automatically terminated. The CFI is then to be immediately notified by telephone number: and the flight must not be continued without specific authorisation.

This is to certify that:

student pilot of: gyroplane , registration G-

was authorised to leave:

at: hrs on ___/___/___

for destination(s):

for the purpose of a cross country navigation exercise with out-landing.

Signed: (CFI)

Name (block capitals):

This is to certify that the above named pilot landed at:

Airfield:

Date / Time:

The nature of the landing was: (satisfactory / unsatisfactory)

The standard of airmanship was: (satisfactory / unsatisfactory)

As far as can be ascertained the pilot was alone and unaccompanied by any other aircraft.

Signed: (CFI or Air Traffic Controller)

Name (block capitals):

This is to certify that the above named pilot landed at:

Airfield:

Date / Time:

The nature of the landing was: (satisfactory / unsatisfactory)

The standard of airmanship was: (satisfactory / unsatisfactory)

As far as can be ascertained the pilot was alone and unaccompanied by any other aircraft.

Signed: (CFI or Air Traffic Controller)

Name (*block capitals*):

