

TRAINING COM (Summer) 2024

News and advice for the training professional

Examiners and instructors with a Medical Downgrade

Holders of a valid UK Part-FCL ATPL(A) or CPL(A) with a Flight Examiner (Aeroplanes) Certificate which includes FCL.1005.FE(a)(2) privileges who have had an operational multi-pilot limitation (OML) added to their Class 1 medical certificate and who wish to continue examining, in non-multi-pilot aircraft with a MTOM of <5700kg, for the issue of commercial licences in aircraft, should contact their Aero Medical Examiner. The decision will be made on an individual basis.

Holders of Flight Examiner (Aeroplanes) Certificate which includes FCL.1005.FE(a)(2) privileges cannot continue to examine for the issue of a CPL(A) if they hold only a Class 2 medical certificate.

FIE'S Instructor Assessment of Competences ... "Calling all FIE's!"

As mentioned previously, before the introduction of EASA, the CAA staff examiners held an annual seminar for IRE's, FE CPL and FIE. The Chief Flight Examiner would announce a subject to be included in the instructor flight test (now the assessment of competence) whether it was for an initial, revalidation or renewal of an instructor rating (now certificate). As part of the authority's oversight programme, the present staff flight examiners would like to continue this and would encourage the Flight Instructor Examiners when conducting these assessments of competences to include some of the following subjects either as part of the natural pre-flight planning process and/or by going into greater depth making use of the TK questions from UK CAA Standards Document 10(a).

The subject(s) will be reviewed each year and announced in the Spring version of TRAININGCOM to coincide with the start of the main flying season. The subject(s) for 2024 are to include: Threat and Error Management appropriately, and:

- Pre-flight planning with the emphasis on aeroplane performance. Focusing on both the theory and practical aspects appropriate to the aeroplane being flown. Also, include the understanding of content and applicability of NOTAMs and methods of conducting a pre-flight NOTAM brief using regulated Aeronautical Information.
- The use of Meteorological Service Information reference from source material

- DR Navigation Techniques. Focusing on the 'HOW' as well as the 'WHAT' the instructor teaches 'DR Navigation' to their student(s) using recognised methods, including methods of correcting errors.
- Use of Moving Map Displays as back up rather than the primary source of navigation.
- Procedures when operating within an Aerodrome Traffic Zone. (There have been several infringements and misunderstandings of the requirements of Rule 11 of the UK Rules of the Air Regulations 2015).
- Air Traffic Services
- The use of listening Squawks

Aeroplane Examiner and Instructor Refresher Training Seminars/Courses

During the Covid period an alleviation was given to allow examiner and instructor refresher seminars/courses to be conducted on-line. From 1st January 2025 the flight examiner refresher seminar will continue to be conducted either in person at a venue offered by the provider or 'on-line'. However, all aeroplane instructor refresher training seminars/courses will be conducted in person at a venue offered by an approved provider and not continue 'on-line'.

FE PPL(A) with IMC/IRR examiner privilege - Courses and EAoC

The FE PPL(A) course includes PPL LST and the SEPCR profiles and the EAoC will normally require the applicant examiner to conduct a PPL LST. The variation to allow the examiner to conduct tests for the issue/revalidation/renewal of an IR(Restricted) or IMC Rating is now a separate course and requires a separate EAoC during which the applicant examiner shall conduct an IMCR/IR(R) Skills Test.

Multi-Engine Shutdowns

Both training and testing for the issue of a MEP class rating require the inclusion of an engine shutdown and restart. This should be undertaken in the aircraft at a safe altitude and with alternate airfield(s) available.

Examiners should be cognisant with AIC64/2008 (Pink 142). Where weather conditions prevent the examiner from conducting this exercise during the Skills Test, the examiner may at their discretion carry out the engine shutdown and restart in a suitable FNPTII, provided the examiner has seen evidence that the engine shutdown and restart has been completed in the aircraft during training. This discretion should be used on an exceptional basis, and not as an operational preference i.e., to reduce maintenance costs.

Where aircraft are subject to restrictions such as Airworthiness Directives that prevent airborne shutdown and restarts, alleviation should be sought from the Authority via the ATO's Training Inspector.

FCL.900 Instructor Assessment of Competences

Training providers of FCL.900(c) instructor courses should ensure that the spinning element is included during the course. The FIE(A) conducting the FCL.900(c) AoC must ensure that the candidate can recover from and teach spinning during the FCL.900(c) AoC. In accordance with para 7.14 of Standards Document 10, as a concession, the UK CAA permits the spinning element of the FI AoC to be flown by the instructor and assessed by a FIE(A) prior to the overall completion of the FI course.

Oversight of Examiners conducting AoC's, LST's and PC's

ARA.FCL.205 Monitoring of Examiners states "that the CAA shall develop an oversight programme to monitor the conduct and performance of examiners". Therefore, ATO's and examiners should expect a CAA Inspector to oversee examiners conducting tests, checks or AoC's. The examiner once notified by the CAA that oversight will take place shall inform the candidate.

New Test Notification Requirements

In accordance with ARA.FCL.205(c), the CAA requires a test notification to be made where an applicant is to complete a Skill Test. Notification may be requested by applicants or by examiners conducting tests, where the applicant to be tested holds a licence or certificate issued by the UK CAA. A test notification request must be made by filling in online form [SRG2126 Flight Examiner - Notification of Test](#) prior to conducting the skill test. Once the online form has been submitted, both the examiner and the candidate will receive an email copy of the submission. Within that receipt, you will find authorisation to conduct the requested test.

Note that for CPL, IR or CBIR Flight Tests CAA Flight Test Bookings must nominate the examiner to be used. To request and pay for commercial pilots Licence (CPL) or instrument rating (IR) flight test booking, please instead complete online [Flight Test Booking form SRG2153](#). However, notification is not required for Proficiency Checks or instructor Assessments of Competence.

LAPL, PPL and CPL QXC Flight requirements

In order to qualify for the issue of a pilot's licence the student pilot is normally required to complete a cross-country flight. For example,

- for the LAPL(A), a cross-country flight of at least 150 km (80 NM), during which one full stop landing at an aerodrome different from the aerodrome of departure shall be made.
- for the PPL(A), a cross-country flight of at least 270 km (150 NM), during which full stop landings at two aerodromes different from the aerodrome of departure shall be made.
- for the CPL(A), one VFR cross-country flight of at least 540 km (300 NM), in the course of which full-stop landings at two aerodromes different from the aerodrome of departure shall be made.

Preferably, aerodromes should be chosen for these landings such that a straight-line route between them will achieve the required distance. The spirit of the cross-country flight is for the pilot to apply their navigation skills to a practical navigation route, rather than to zigzag around the local area, landing at familiar aerodromes to achieve the required distance.

However, it should be noted that the requirement is first and foremost to complete a flight of (at least) the required distance, and that this flight may consist of any number of legs, and may utilise any appropriate turning points, which may not necessarily be aerodromes, if good airmanship so dictates; the aerodromes at which the full stop landings are to be made may be located anywhere along these legs.

For ab-initio training the Head of Training may use their discretion to select appropriate turning points, applying the spirit of the cross-country flight in the context of operational considerations such as the local geography or aerodrome availability. When a turning point is used that is not an aerodrome at which a landing is to be made, the Head of Training should still ensure that the turning point is achieved; for example, by using flight tracking software.

Pilots undertaking a cross-country flight may be qualified to act as pilot in command, for example a pilot undertaking the CPL(A) cross-country flight may be the holder of a PPL(A). In such circumstances the route will be at the discretion of the pilot concerned, who should provide evidence, acceptable to the Head of Training, to support their achievement.

It is a requirement to complete the cross-country flight as a single flight, i.e., normally during the same day. However, this should not be achieved at the expense of safety, and so where unforeseen operational circumstances arise, (such as weather, illness, fatigue or technical issues), the pilot should not be penalised for applying good airmanship and decision making. In such exceptional circumstances, and where the requirement of the cross-country flight has otherwise been met, a reasonable delay to part of the flight is acceptable. Advice may be sought from the Authority.

SP SE(A)'s completing Examiner Certificates ... NOT GR(A)

If an examiner holds the Ground Examiner privilege GR(A) in addition to other examiner authorisations (for example FE-PPL), then a Senior Examiner who is renewing/revalidating those other examiner authorisations must not make any entry into the licencing certificate.

Only the Authority can re-issue GR(A). The Authority will also re-issue the other examiner authorisations at the same time as the GR(A). Where the other Examiner authorisation has expired, or is about to expire, the Senior Examiner should consider issuing a Temporary Certificate SRG1100A for the flight examiner authorisation but NOT for the GR(A).

Failure of Section 6 of PPL or CPL Skill Test in multi-engine aeroplanes

Section 6 of the PPL and CPL skill tests consists of relevant class or type rating items and (for multi-engine aeroplanes) simulated asymmetric flight.

For tests flown in a multi-engine aeroplane, in the event of a failure in Section 6 only (partial pass):

- If the ONLY failed items are class or type rating items (e.g., rejected take-off), the retest of Section 6 can be confined to class/type rating items. Asymmetric flight items (6a – 6e inclusive) need not be retested in this case.
- Conversely, if the ONLY failed items are asymmetric flight items, the retest of Section 6 can be confined to 6a – 6e inclusive. Class/type rating items, including rejected take-off, need not be retested in this case.
- If the failed items in section 6 include both asymmetric flight and class/type rating items, the WHOLE of Section 6 must be retested.

The above will be incorporated in the next amendments to Standards Documents 3 and 19. It is unique to the circumstances described and the principle must not be applied in the event of failure in any other section of the skill test.

IR Cross-crediting

IR cross-crediting can be used for the revalidation or renewal of SP SE and ME instrument ratings in accordance with Appendix 8 to Part-FCL. The following amplifications of Appendix 8 are given in order to avoid doubt:

1. Cross-credited rating expiry dates.

- a) SP SE instrument ratings gained by flying 3 approaches will expire on the same date as the instrument rating from which they were cross-credited. For example:

A320/IR expires on 31 August 2024. On 31 March 2024 the pilot presents evidence of 3 instrument approaches (including at least one RNP approach) flown in an SP SE aeroplane in the previous 12 months (ie between 1 April 2023 and 31 March 2024). SP SE Instrument rating revalidated or renewed with an expiry date of 31 August 2024.

Note. Licensing action must be carried out by a CRE/IRR or IRE, not a TRE.

- b) SP ME instrument ratings gained by undergoing a proficiency check covering Section 6 of the rating test schedule will expire 12 months after that proficiency check, taken to the end of that month (or, if revalidating within the last 3 months of validity, 12 months after the current expiry date). For example:

A320/IR expires on 31 August 2024. On 20 March 2024 the pilot successfully flies Section 6 of the rating profile (by sole reference to instruments) with a CRE/IRR or IRE. SP ME Instrument rating renewed with an expiry date of 31 March 2025.

Note. If the pilot also holds an SP SE class rating, then the SE IR is also automatically renewed or revalidated by cross-crediting to the same expiry date as the SP ME IR.

2. Use of FNPT2.

3. For SP ME IR revalidation (not renewal) by cross-credit, on alternate years Section 6 may be tested in an FNPT2. When carried out in an FNPT2 for this purpose, Section 6 may not be counted towards an MEP class rating proficiency check, which must always be completed in an aeroplane.

ME IR Section 6 format.

The rating test schedule requires that all items are to be flown by sole reference to instruments. This is clearly impractical for the asymmetric landing. The required profile for Section 6, when flown for the purpose of cross-crediting is:

- a) Depart and EFATO (by sole reference to instruments)
- b) Asymmetric instrument approach (following a published instrument approach procedure) to go around (by sole reference to instruments)
- c) Asymmetric visual circuit or circling manoeuvre to land.

4. SP SE renewal by cross-credit.

- 5.** The three approaches required must be flown under IFR. If the pilot does not hold a current instrument qualification allowing them to fly under IFR (such as an IR(Restricted)), these approaches must be flown as Pu/t with an IRI or FI qualified to teach for the issue of an instrument qualification.

This guidance replaces the information given in Standards Document 14, which is currently being amended.