

## INTRODUCTION

The purpose of TRAININGCOM is to bring to the attention of Flight Instructors, those issues that arise from observations made by Flight Examiners during flight tests plus training and licensing issues arising from other sources.

### 1. INSTRUCTOR COMPETENCE

Amendment 7 to JAR-FCL 1 introduced a new Subpart (Subpart K), which sets out the requirements for the multi-crew pilot licence (MPL). The MPL is based on a competency-based training approach as outlined in ICAO document 9868 Procedures for Air Navigation Services - Training (PANS-TRG). These references require that instructors delivering competency-based training (the MPL course) have been trained and assessed as competent against a set of defined criteria.

EASA has adopted this policy and NPA Part FCL (FCL.920) makes it a general requirement for **all** instructors to 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 (CRM);
- Manage time to achieve training objectives;
- Facilitate learning;
- Assess trainee performance;
- Monitor and review progress;
- Evaluate training sessions;
- Report outcome.

Hopefully this is nothing particularly new. Although the terminology and written requirement may be novel, the skills, knowledge and attitudes expected of instructors have not changed. The CAA has recognised however, that the current version of Standards Document 10, which is aimed mainly at the examiner, provides insufficient guidance to instructors on the criteria against which they are assessed. Therefore this document has been completely revised. It is now aimed at the instructor, instructor trainer (FIC) and instructor examiner (FIE) and it includes guidance on assessment criteria for instructor competence.

In addition to the above we have produced a supplement to Standards Document 10, which contains a syllabus of theoretical knowledge oral examination questions. The aim is to provide instructors with guidance on the scope of the theoretical knowledge oral examination and the nature of questions likely to be asked. This should enable them to focus their studies when preparing for assessment and not spend undue time and effort learning information that one cannot be expected to retain for more than a few days, or which has little practical application for the working instructor.

Both the revised CAA Standards Document 10 (version 5) and the Supplement to Standards Document 10 (version 1) are available on the PLD website.

### 2. OPERATION of SERVICES

AAIB reports regularly feature pilots who have inadvertently landed with the undercarriage retracted. Instructors and examiners occasionally have to intervene to prevent student pilots doing likewise during training and on test. For some, the problem may be that they treat the aircraft checklist as an "action" list rather than a "check" list. In other words the item, "GEAR.....DOWN" prompts them to move ("action") the undercarriage selector, but they fail to ensure ("check") that the aircraft system delivers the desired result. Sometimes the system fails, leaving an unsafe indication for one or more of the undercarriage legs. Or perhaps the undercarriage had been left in the down position from a previous approach and the pilot's actions are unwittingly to move the lever to the UP position. Associated with this is the failure to observe speed limitations for the operation of services such as undercarriage and flap, or to exceed the limitations once the services have been extended.

These errors may, to a large extent, be reliably managed if students are taught to observe a three stage work cycle when operating any service:

- Limitation – check that the aircraft is within the operating speed limits before selection of the service.
- Operation – move the selector to the desired position.
- Indication – ensure the system completes the sequence correctly and indicates the desired position.

### 3. INSTRUCTION for the NIGHT QUALIFICATION

There have been some enquiries recently about who is entitled to instruct for the night qualification. The privileges of the various instructor ratings (FI, CRI, IRI etc) are listed in JAR-FCL Subpart H, of which the privilege to instruct for night flying is only associated with the flight instructor (FI) rating, provided certain additional conditions have been met. These include the FI holding a night qualification, meeting the night currency requirement to carry passengers and demonstrating night instructional ability to an FIC instructor following an approved course.

### 4. GMT or BST?

We have been asked the question, "Should student pilots be taught to use Greenwich Mean Time\* or local time for flight planning purposes and for the completion of flight logs and logbooks?"

\*more properly co-ordinated Universal Time (UTC)

The UK ANO article 35 is not specific; it requires that pilots keep a personal flying logbook and record the date, the place at which the holder embarked on and disembarked from the aircraft and the time spent during the course of the flight and the capacity in which he was acting. However, JAR-FCL 1.080 (b)(2)(iii) specifies that the place and time of departure and arrival (times (UTC) to be block time) are recorded. Therefore, unless there is an overriding reason for not doing so, we would recommend that flight times be recorded as UTC.

Furthermore, ICAO Annex 11 requires air traffic service units to use UTC as the standard time reference, and all published aeronautical information such as aerodrome opening hours, danger area activity, NOTAM validity and meteorological forecast periods use UTC as the reference. Thus, it is right and proper that student pilots become accustomed to using UTC from the outset.

### 5. CERTIFICATE of REVALIDATION

When making an entry in the Certificate of Revalidation in a pilot's licence, examiners must do so according to the guidance at Appendix 7 and 8 of the Flight Examiners Handbook. It has been noted that some are making combined entries such as MEP/IR when both multi-engine piston class rating and instrument rating have been revalidated at the same time. This is incorrect. In all cases a separate entry is required for each rating, for example:

ME Piston (land)  
IR-SPA-ME

### 6. IMC RATING PRIVILEGES

CPL (A) and ATPL (A) issued by the UK CAA prior to the introduction of JAR-FCL contained, within their privileges, the additional privileges of an IMC rating. Such IMC rating privileges do not apply to holders of PPL (A) and BCPL (A) issued in accordance with national requirements or **any** licences issued in accordance with JAR-FCL unless the holder has met the requirements for the grant of an IMC rating (or instrument rating) and has a valid certificate of test (or certificate of revalidation). Privileges associated with the various licences and ratings are contained in Schedule 8 of the ANO.

### 7. REGISTERED FACILITIES

In TRAININGCOM 2/2008 we published details of the European Aviation Safety Agency Consultation Process, details of the publication of the NPA's can be found on the EASA website - [http://www.easa.eu.int/ws\\_prod/r/r\\_npa.php](http://www.easa.eu.int/ws_prod/r/r_npa.php). Details contained in NPA 22C will be of particular interest to Registered Facilities. There will be a change to the status of the current Registered Facility to that of an Approved Training organisation. This may have implications on your business. Please read and take this opportunity to contribute to the EASA consultation process, comments should be submitted directly to EASA; details of the process can be found on its website.

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All Managing Directors / Heads of Training / Chief Flight Instructors of FTOs.

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