

TrainingCom (Spring) 2025 – April Update

News for flying training professionals

Single Pilot TRE and SP Examiner AoC's

All Single-Pilot TRE and/or SFE AoCs are to be conducted separately from AoCs for other SP Examiner qualifications (IRE, FE, CRE, FIE). Therefore, if the revalidation/renewal requires a separate examiner refresher training seminar/course then it will also require a separate examiner AoC.

Senior Examiner Refresher Seminar

The SP SE(A) Refresher Seminar has been brought 'in-house' to enable a better level of standardisation and collaboration with the sector, this will be conducted during April every year as a single module as part of the SP SE(A) Industry Liaison Meeting. The Liaison Meeting will take place in April and September and can be attended either on-line via TEAM's, or in person at Aviation House. However, those attending the refresher seminar are required to attend in person. Those requiring the refresher seminar will need to contact FO.Standards@caa.co.uk. The date and cost of the seminar/course will be announced shortly via Skywise.

FE(A)(PPL) revalidation/renewal AoC with Industry Senior Examiner (SPA)

From the 17th April 2025 examiners who wish to undertake an AoC for revalidation or renewal of a FE(A)(PPL), FE(A)(LAPL) or CRE (VFR) certificate by direct arrangement with an industry Senior Examiner (SPA) must submit Form SRG1128 to examiners@caa.co.uk a minimum of four weeks before the intended date of the AoC, together with the applicable fee for reissue of their certificate (refer to the CAA Scheme of Charges).

Failure to do this will mean that the examiners authorisation will not be valid, and any tests/checks conducted by the FE(A) after the original expiry date will not be accepted.

Before commencing an AoC Senior Examiners are requested to verify with the candidate FE(A) that application and payment have been made.

The CAA re-authorisation fee is separate from, and additional to, any fee charged by the Senior Examiner for conducting the AoC, which is a matter between the examiner and applicant.

NEW - Industry Flight Examiner Standardisation Meeting

The original date of the 15th April 2025 has now been moved to the 24th September 2025 as the CAA is re-introducing the industry flight examiner standardisation meeting. This meeting will be aimed at FIE's, IRE's and FE CPL's and will take place in-person at Aviation House. There will be more details nearer the date but if you are interested in attending then please email: FO.Standards@caa.co.uk

Aircraft - Simulated Icing Conditions During Training Flights and Test

Instructors and examiners are reminded that touch drills only should be used for aircraft ice protection equipment utilising de-icing fluid when flight in icing conditions is being simulated. This is for environmental and cost reasons as de-icing fluid is very expensive.

EXAMINERS – Is the Test/Check you are about to conduct legitimate?

From time-to-time tests/checks are still being conducted in circumstances where the examiner has failed to comply with the applicable licensing requirements and regulations.

Typical examples are that one or more of the examiner's certificates or ratings have expired, or the examiner conducts a test or check outside of his/her privileges, or the test should have been allocated by CAA Flight Test Bookings (CPL and IR skill tests).

Regrettably the incidence of such events is increasing, therefore all tests and checks of this type will be declared void and will need to be repeated.

This may leave the examiner liable to repay costs incurred by the candidate, the risk being that the candidate might make a subsequent flight(s) illegally, for example, where the examiner was not qualified to sign his/her licence or issue a Temporary Certificate.

Initial FI (A), CRI (A) and IRI(A) Assessments of Competence

From 1st April 2025 all initial Flight Instructor FI (A), Class Rating Instructor CRI (A) and IRI(A) AoC's are required to be notified to the CAA to allow the FIE(A) to be allocated. The email address to be used is FO.Standards@caa.co.uk. In most cases the ATO provider will be authorised to allocate an industry Flight Instructor Examiner (Aeroplanes) FIE(A) to conduct the AoC, the CAA will occasionally conduct these checks. This policy aligns with the procedures adopted for the helicopter instructor AoC's.

FCL.900C Instructor Certificates and Oversight

As part of the CAA oversight programme any ATO conducting FCL.900c training including IRI (h) and ME FI/CRI (i) are required to be notify the CAA that training is taking place to allow the appropriate examiner to be allocated. All ATO's who make use of FCL.900c instructors to conduct their training for UK Part-FCL students are to ensure that their instructors have signed their UK

Part-FCL Licensing Certificate as there have been several instances of foreign instructors not signing their licences.

Instructor Course Pre-Requisites

Providers of all instructor courses must ensure that the applicant meets ALL the pre-requisite requirements before commencing any instructor course. This is a requirement for the course as detailed on the Course Completion Certificate (CCC).

Flight Instructor 'Mutual' Flying requirements

In accordance with the regulations, up to 5 hours of Mutual flying can form part of the flight instructor FI(A) course. However, the student instructor claiming such flight time must only fly with another student FI(A) and that person must be on an instructor course with the same ATO. The mutual flying must be supervised by the FIC instructor conducting the course, and after the flight there should be a flight de-brief, and the student records annotated appropriately.

Clarification for Instructors on "Refresher training with an instructor" for the revalidation of SEP or TMG class rating and privileges

Instructors are not obliged to revalidate the pilot's class rating endorsed in their licence and counter sign the pilot's logbook entry for the refresher training flight if they consider that the pilot did not demonstrate the appropriate standards and competencies expected.

The flight is a refresher flight and, as such, training can and should be given to be enable the pilot to demonstrate the expected standards and competencies.

Should the Instructor not revalidate the pilot's class rating endorsed in their licence or counter sign the pilot's logbook entry for the refresher training flight, the pilot can continue to exercise these privileges until the expiry date of the existing class rating(s). However, if the pilot has been recommended to seek further refresher flight training by the instructor, then we would urge that pilot to undergo this training prior to flying again as Pilot in Command (PIC).

If the pilot does not revalidate their class rating(s) before the expiry date, then the pilot must renew the class rating(s) before flying as PIC. To renew a class rating the pilot must pass a Proficiency Check with a Flight Examiner.

Instructor Pre-Flight Planning

During the investigation of several MOR infringement cases involving instructors, it has become apparent that when some instructors are conducting air exercises from their local departure airfield pre-flight planning has been inadequate. This has caused inadvertent flight into either controlled or other airspace, such as gliding and parachuting sites.

Instructors and Examiners are reminded that, as part of their legal responsibilities as the aircraft commander they must prior to each flight, review (with the student) the weather; NOTAM's; mass

and balance; aircraft performance calculations; and when appropriate phone the NATS AIS phone number 08085 354802 or 01489 887515.

Subject areas for instructor AoC's

Following previous TrainingCom's there are several subject areas we would like you to cover during the conduct of instructor assessments of competence either as part of the natural pre-flight planning process and/or by going into greater depth making use of the TK questions from the UK CAA Standards document 10 (Aeroplanes). These measures serve as the primary mitigation for Airspace Infringement.

The subject(s) will continue to be reviewed each year. The subject(s) for 2025 are:

- Pre-flight planning with an emphasis on aeroplane performance. Focusing on both the theory and practical aspects.
- DR Navigation Techniques. Focusing on the "HOW" as well as the "WHAT" the instructor teaches flight exercises as part of the flight syllabus and discuss when navigation skills can be incorporated into earlier flight exercises, such as, map reading and judging distances and relative positions of land features.
- PBN (where appropriate).
- The use of Moving Map Displays and its part in pre-flight planning using the chart as the primary planning source.
- The use of Asymmetric Committal Height/Altitude (Where appropriate).
- Use of Charts, Knowledge of symbology, Representation of CAS, Applicability of planning a typical VFR Flight.
- Procedures when operating within an Aerodrome Traffic Zone (UK Regulation (EU) No. 923/2012 (UK Rules of the Air (SERA)) as assimilated into UK domestic in accordance with Rule 10,11,12 and SERA.3225.

Third Party Training Organisations conducting MPLI UPRT

As a reminder, it is a regulatory requirement that all flight instructors conducting UPRT as part of a MPLI course must be trained by the ATO provider of the MPLI course and gain the MPLI instructor qualification.

Booking of CBIR Tests

Applicants who want to obtain a commercial pilot licence (CPL) or an instrument rating (IR) including where training has been competed on a competency basis, will need to undergo a skill test with a UK CAA-designated examiner.

This will be after all required training has been completed, all requirements for the issue of a licence or rating have been met and a recommendation for test received from an Approved Training Organisation (ATO) approved by the UK CAA to carry out the training for the related licence or rating.

If a candidate seeks to present him/herself for an instrument rating skill test for aeroplanes where prior training has been carried out on a competency basis, a recommendation for test shall be provided to the candidate by an ATO. This recommendation shall include the validation and provision of any applicable training credit and shall be presented to the examiner before test, preferably in the form of an ATO Course Completion Certificate.

Where a candidate seeks to convert to a UK Part-FCL equivalent licence, certificate, rating, or approval issued in accordance with Annex 1 of the Chicago Convention, an assessment of training requirements and recommendation for skill test will be required from the holder of a valid UK ATO Certificate.

The skill test is designed to give candidates the opportunity to demonstrate to an examiner their performance of the relevant procedures and manoeuvres with the competency and confidence appropriate to the privileges to be granted.

Requests for the designation of an examiner to carry out a skill test must be made by an authorised person in an ATO using our online application process. An appropriate examiner authorised by the UK CAA, will be designated for each test.

The designation of an examiner can only be changed by UK CAA Flight Test Bookings staff. For example, if a skill test is delayed due to weather and the designated examiner is unable to accommodate the re-scheduled test, the CAA may designate a different examiner.

Tests are normally arranged for a test date as close as possible to the date requested and normally within 10 working days. However, applicants may be required to accept a delay where examiner availability is limited or where additional oversight activity by the CAA is required.

The UK CAA will only accept an application for the issue of a CPL or IR where the skill test has been completed with an examiner designated via UK CAA Flight Test Bookings system. Skill tests completed with an examiner who was not designated by the UK CAA, or who was granted test approval by another National Aviation Authority, will be rejected.

IR(Restricted)/IMC Rating revalidation/renewal proficiency check – Failure of Section 4 (Letdown & Approach Procedures)

If a candidate for revalidation or renewal of an IR(Restricted) or IMC Rating is required to fly two instrument approaches in his/her proficiency check and passes one but fails the other, the examiner can record, for the successful approach: “[type of approach] flown satisfactorily” and countersign against the candidate’s P(U/T) logbook entry for the proficiency check.

This will negate the need for the retest (partial or full as applicable) to include a second instrument approach. Until SRG1176 is amended to include the ‘Partial Pass’ result examiners as asked to hand write “Partial Pass” and draw a box which needs to be ticked appropriately.

Mountain Flying Webpage

The CAA back in October launched a [Mountain Flying webpage](#), designed to support light aircraft pilots in navigating the unique challenges of flying in mountainous areas. This webpage provides guidance on various items associated with mountain flying including Terrain Clearance, Flying Abroad in Mountainous regions, Weather, Navigation, Human Factors and Aircraft Performance whilst operating at a high altitude.

Display Flying

A topic that arose during AAIB discussions, safety events and points raised by stakeholders concerned spinning, how to get out of a spin and where to get information about spinning etc. Consequently, the CAA's safety partner Astral Aviation Consulting are planning on holding a workshop in the Spring 2025 covering Display Flying and what lessons there are for GA pilots.

Advanced UPRT Logbook Entries

Attached to this TrainingCom is a guide for standardised entries into logbooks for UPRT Instructor privileges that are required to be added to an FI(A)'s flying logbook by an ATO's Head of Training (HT). [Refer to Appendix 1 for further guidance](#).