

General Aviation Pilot Licensing Review Phase 2: Gyroplanes

Consultation Response Document

CAP3032G



Published by the Civil Aviation Authority, 2024

Civil Aviation Authority
Aviation House
Beehive Ring Road
Crawley
West Sussex
RH6 0YR

You can copy and use this text but please ensure you always use the most up to date version and use it in context so as not to be misleading, and credit the CAA.

Enquiries regarding the content of this consultation should be addressed to: ga@caa.co.uk

First published September 2024

The latest version of this document is available in electronic format at: www.caa.co.uk

Contents

Contents	3
Executive Summary	5
Overall direction	5
Next steps	5
Chapter 1	6
Purpose and background	6
Purpose of this document	6
Background	6
Scope	7
Chapter 2	8
Differences Training	8
We asked	8
You said	8
We did	9
Chapter 3	10
Crediting for other categories	10
Crediting the PPL(G) towards the gaining of another licence	10
We asked	10
You said	10
We did	12
Chapter 4	13
Instructor supervision	13
We asked	13
You said	13
We did	14
Chapter 5	15
Maintaining privileges	15
We asked	15
You said	15

We did	16
Chapter 6	17
ATO requirement for FIC	17
We asked	17
You said	18
We did	19
Chapter 7	20
PPL Exams	20
We asked	20
You said	21
We did	22
Chapter 8	24
Next steps	24
Abbreviations	25

Executive Summary

This paper sets out the findings from the consultation on the second phase of the GA Pilot Licensing and Training simplification project - Gyroplanes and sets out key decisions to proceed with in the next phase of the project.

The consultation ran between 13 March 2024 and 22 May 2024 and elicited 20 unique formal responses.

Overall direction

- Clarify the differences training requirements in Standards Document 44 (SD44) and incorporate these into the Air Navigation Order 2016 (ANO).
- Incorporate the theoretical knowledge credits for PPL(G) holders towards gaining an NPPL, previously detailed in CAP804 into a new CAP for the NPPL.
- Incorporate the flight training credits for PPL(G) holders towards gaining an NPPL, previously in CAP804 into a new CAP for the NPPL.
- Amend the current requirements for approval in accordance with the National Approved Training Organisation (ATO(N)) in CAP1667 to align with requirements for Declared Training Organisations (DTO) (UK Reg (EU) No.1178/2011).
- Amend the wording in the ANO for the supervision of restricted Flight Instructor (FI) for Gyroplanes to be more flexible and proportionate.
- Update the existing PPL(G) theoretical knowledge examination papers and commence a project to incorporate these theoretical knowledge examinations into our eExam system.

Next steps

- We will begin work on drafting the proposed amendments to the ANO, in co-operation with the Department for Transport.
- We will begin work on updating Standards Document 44 to capture the changes.
- We will update the PPL(G) Air Law and Gyroplane Technical examination papers and reformat the NPPL(A) Microlight examination papers for gyroplanes. Once updated these will be sent to all Ground Examiners for Gyroplanes.
- We will commence a project to amend CAP1667, to align with the DTO requirements.

Chapter 1

Purpose and background

Purpose of this document

- 1.1 We published [CAP2974G](#) from 13 March 2024 to 22 May 2024 as a public consultation on the second phase of the GA Pilot Licensing and Training simplification project with respect to changes for Gyroplanes.
- 1.2 We received a total of 20 responses to this consultation. Most respondents answered the survey questions and a small number left additional comments. The consultation questions were worded in such a way to form a survey that could be quantitatively analysed.
- 1.3 The results of this consultation set out the direction for the next phase of this project and the changes that will be implemented. At several points in this Consultation Response Document (CRD), we set out specific decisions arising from the consultation regarding proceeding with the next phase of this project.

Background

- 1.4 The CAA continued throughout 2023 with the project to simplify General Aviation (GA) flight crew licensing and training. [CAP2974G](#) consulted on the detailed proposals for gyroplanes. Similar consultations were also undertaken for aeroplanes, balloons and airships, sailplanes, and helicopters.
- 1.5 This work followed an earlier consultation [CAP 2335](#) in Autumn 2022. The 1,246 GA community responses¹ (summarised in [CAP 2532](#)) showed strong support in several key areas for updating our current legislation with regards to licensing and training.
- 1.6 This second consultation explored these areas in more detail, ensuring that we achieve the aims of the project and community, whilst maintaining safety and ICAO compliance where appropriate. It reflects work the CAA has undertaken since the first consultation, in collaboration with a working group of GA community experts.
- 1.7 In keeping with our collaborative approach towards policy development and rulemaking, we reconvened the working group that assisted with the first phase of the project, enlarged its membership, and split by aircraft category to provide a

¹ See [Consultation Response Document CAP2532](#) which set out its detailed findings. For more information on this project, see our dedicated project microsite on the CAA website: <https://www.caa.co.uk/general-aviation/pilot-licences/licensing-training-simplification/>

focused analysis: aeroplanes, sailplanes, balloons and airships, helicopters, and gyroplanes.

Scope

1.8 The consultation proposed changes to private pilot licences and associated ratings and certificates to act as pilot in command of gyroplanes, as defined by BCAR section T as ‘a rotorcraft with a non-power-driven rotor rotating about an axis which is vertical, or nearly so, when the aircraft is in horizontal flight.

1.9 This project will not cover the following areas:

- Commercial operations other than private pilot flight instruction. Pilot licences allowing commercial operations in aeroplanes, helicopters, and gyroplanes, including public transport and commercial air transport, as well as integrated flight training with the express purpose of training from no previous experience to air transport licences are all outside the scope of this project.
- Private operations in complex aeroplanes and helicopters. Although operations in, for example, corporate aviation is technically part of the international general aviation definition, the specific characteristics and needs of the markets in which those aircraft operate mean that we regulate them separately.
- The type ratings and aircraft type rating exemptions associated for historic/ex-military aircraft, as well as display pilot qualifications.
- Unregulated activities to operate non-Part-21 gliders such as unregulated sailplanes and Self-Propelled Hang Gliders (also known as ‘paramotors’ or ‘powered paragliders’).

1.10 Note it is unlikely that the assimilated law (previously known as retained EU law) and the Air Navigation Order 2016 (ANO 2016) will be consolidated during the timeline of this project. A combination of changes to the assimilated law and ANO will be necessary to implement the proposals.

Chapter 2

Differences Training

We asked

- 2.1 We considered amending the wording in SD44 to clarify the discretionary nature of the differences training, so that the guidance to instructors and licence holders sets out the expectation for the minimum amounts of flight training required.
- 2.2 We also considered including reference to the differences training in SD44 within the ANO, thereby making it mandatory.

You said

- 2.3 **Question: Do you agree with our proposal that we should clarify the differences training requirements in paragraph 2.10 of Standards Document 44?** (20 respondents expressed a view)

Option	Total	Percent
Yes	17	85.00%
No	2	10.00%
Undecided	1	5.00%
No view/don't know	0	0.00%
Not answered	0	0.00%

- 2.4 Respondents indicated strong support for this proposal with 85% supporting the amended wording.
- 2.5 Only 10% of respondents disagreed with this proposal.
- 2.6 **Question: Do you agree with our proposal to incorporate the requirement for differences training in the ANO 2016, therefore making it mandatory?** (20 respondents expressed a view)

Option	Total	Percent
Yes	15	75.00%
No	1	5.00%
Undecided	3	15.00%

No view/don't know	1	5.00%
Not answered	0	0.00%

- 2.7 Respondents again indicated strong support for this proposal with 75% supporting the inclusion of these requirements within the ANO.
- 2.8 Only 5% of respondents who did not agree with this proposal.
- 2.9 Although the number of stakeholders that responded to the consultation was low, we feel this is a good representation of the community based on the low number of Gyroplane licence holders.

We did

- 2.10 We have interpreted the results of these two questions as well as any other comments relating to this topic throughout the consultation.
- 2.11 We have therefore taken the following decisions:

Phase 2 Consultation Outcome – CAA Decision no.1

We will amend the wording in Standards Document 44, to clarify the requirements for differences training.

Phase 2 Consultation Outcome – CAA Decision no.2

We will include an amendment into the ANO, to specify the requirement for differences training.

Chapter 3

Crediting for other categories

Crediting the PPL(G) towards the gaining of another licence

We asked

Theoretical knowledge

- 3.1 Currently student pilots for the PPL(G), complete the same theoretical knowledge examinations as the NPPL(A) with Microlight Class Rating in the following subjects:
- Human Performance
 - Navigation
 - Meteorology
- 3.2 CAP 804 (Reference only) did set out a credit for the holder of a PPL(G) towards gaining an NPPL(A) with Microlight Class Rating. As these are the same examinations, it seems reasonable to suggest that holders of a PPL(G) should be able to continue to take advantage of a credit towards the examinations for the NPPL(A) with Microlight Class Rating and any subsequent changes to the structure of the sub-ICAO pilots licences proposed in the other consultations.

Flight training

- 3.3 CAP 804 (reference only) also set out the crediting available to holders of a pilot's licence in one category of aircraft to gain a pilot's licence in another category of aircraft for licences issued in accordance with the ANO 2016.
- 3.4 Although CAP 804 is for reference purposes only, it seems reasonable that holders of a PPL(G) should be able to continue to take advantage of a credit towards the flight training requirements towards gaining a NPPL(A).
- 3.5 We believe the credit for PPL(G) holders towards the NPPL(A) stated in CAP 804 (reference only) remains appropriate and will be formalised going forward.

We would also look to work with the working groups to ensure that any subsequent changes to the structure of the sub-ICAO pilots licences proposed in the other consultations, allows this credit to continue.

You said

- 3.6 **Question: Do you agree that the credit towards the theoretical knowledge examinations previously offered in CAP804 should be available to PPL(G)**

holders gaining the NPPL(A) with Microlight Class Rating or future equivalent licence? (20 respondents expressed a view)

3.7 100% of respondents agreed with the theoretical knowledge proposal.

Option	Total	Percent
Yes	20	100.00%
No	0	0.00%
Undecided	0	0.00%
No view/don't know	0	0.00%
Not answered	0	0.00%

3.8 Question: Do you agree that the credit towards flight training previously offered in CAP804 should be available to PPL(G) holders gaining the NPPL(A) with Microlight Class Rating or future equivalent licence? (20 respondents expressed a view)

3.9 95% of respondents agreed with the flight training proposal with the other 5% undecided.

Option	Total	Percent
Yes	19	95.00%
No	0	0.00%
Undecided	1	5.00%
No view/don't know	0	0.00%
Not answered	0	0.00%

3.10 Finally, we sought comments on the credits available to the holder of a pilot's licence issued by the CAA in another category of aircraft towards gaining a PPL(G).

3.11 6 respondents left specific comments to this question. Below are those comments:

3.12 "Not had any students with existing licence – all ab initio."

3.13 "Depending on hours logged on other aircraft and proficiency of the student as assessed by a qualified FI(G) - credit hours could be increased to 20 /25."

3.14 "For converting pilots from PPL(A) or PPL(H), we would support a reduction of the 10h solo requirement, in favour of an increased dual requirement. This would fit with our experience of what converting pilots usually require."

We would be satisfied if an NPPL(G) has parity with NPPL(A) Microlight class rating for the current ultra-light gyroplanes and the recreational market it generally serves. However, as heavier gyroplanes are manufactured in due course, we would like to see an option for enhancing the PPL(G), particularly the theoretical knowledge component, to give parity with PPL(A), and PPL(H)."

- 3.15 "I think there should be much more credit of training hours for existing licence holders such as those that hold a PPL(A). I actually feel 5 hours differences training would suffice."
- 3.16 "Candidates seeking credit should prove to an examiner through questioning during the skills test, that they have refreshed their knowledge of air law relevant to gyroplanes."
- 3.17 "I see no advantage in reducing the number of solo hours. In my experience the first few flights of solo are done rigorously by the pilot but around 5 hours existing pilots start experimenting and trying out their old habits. This is detected when doing the brush up for the skills test when often existing pilots are showing a tendency to fixed wing habits and require a stern talking to. If the number of solo hours are reduced, this will go undetected. The number of dual hours is usually exceeded anyway based on (lack of) competence therefore increasing the minimum will have no advantage in this instance."

We did

- 3.18 We have interpreted the results of these questions as well as any other comments relating to this topic throughout the consultation.
- 3.19 We will take all individual comments regarding crediting hours of other licence holders towards gaining a PPL(G), into account and will look more closely at this after this project is complete.
- 3.20 We have therefore taken the following decision:

Phase 2 Consultation Outcome – CAA Decision no.3

We will incorporate the credits for theoretical knowledge examinations and flight training, previously available in CAP 804, for PPL(G) holders towards gaining an NPPL(A) with microlight rating or future equivalent licence. This will be included in the relevant CAP or Acceptable Means of Compliance (AMC).

Chapter 4

Instructor supervision

We asked

- 4.1 Section 3, Chapter 1, Part 2 of Schedule 8 set out the privileges of other ratings or certificates. For all instructor certificates issued, the schedule sets out the need for supervision of the Restricted FI(G), this includes the need for the supervising instructor being present during the take-off and landing.
- 4.2 The gyroplane working group raised concerns about the burden this places on supervising instructors. However, the CAA has concerns about the quality of supervision of restricted instructors and have received reports from instructors and students who believe the supervision they have received has been insufficient.
- 4.3 We will not remove the requirement from the ANO 2016, but we are prepared to consult on the wording in Schedule 8, to see if some flexibility can be incorporated.
- 4.4 The current wording in Section 3, Chapter 1, Part 2 of Schedule 8, with respects to the supervision of restricted FI(G) says:
- (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.
- 4.5 We propose to request an amendment to the wording to say:
- (a) Such instruction must only be given –
 - (i) under the supervision of a person present during the take-off and landing at the aerodrome or within the circuit pattern of the aerodrome or flying within the specified local flying area at which the instruction is to begin and end.

You said

- 4.6 **Question: Do you agree that we will request an amendment to the wording in Section 3, Chapter 1, Part 2 of Schedule 8, with respects to the supervision of restricted FI(G)?** (20 respondents expressed a view)
- 4.7 70% of respondents agreed with our proposed amendment to the wording with respects to the supervision of restricted FI(G)
- 4.8 25% of respondents selected the no view/don't know option.

Option	Total	Percent
Yes	14	70.00%
No	0	0.00%
Undecided	1	5.00%
No view/don't know	5	25.00%
Not answered	0	0.00%

We did

4.9 We have taken into account the views of the respondents and have made the following decision:

Phase 2 Consultation Outcome – CAA Decision no.4

We will amend the wording in the ANO with respects to the supervision of restricted FI(G) as consulted on.

New wording:

(a) Such instruction must only be given –

(i) under the supervision of a person present during the take-off and landing at the aerodrome or within the circuit pattern of the aerodrome or flying within the specified local flying area at which the instruction is to begin and end.

4.10 We will include guidance for supervising Flight Instructors on the term 'local flying area', within SD 44 and CAP 1667.

Chapter 5

Maintaining privileges

We asked

- 5.1 Single Engine Gyroplane class rating validity period, revalidation and renewal requirements are currently similar to those of the aeroplane Single Engine Piston (SEP) Class Rating as set out in Schedule 8 of the ANO 2016.
- 5.2 The current requirements are detailed in Table 3 of Chapter 1 to Part 3 of Schedule 8. This covers any single engine gyroplane which comes within the class rating, which has a validity period of 24 months.
- (a) 12 hours flight time in the relevant class within the 12 months preceding the expiry of the rating, including—
- (i) 6 hours as pilot in command;
 - (ii) 12 take-offs and landings; and
 - (iii) a one-hour flight with the holder of a Flight Instructor certificate (Gyroplanes); or
- (b) complete such proficiency check as the CAA may require.
- 5.3 As part of the aeroplane working group the revalidation requirements for the SEP Class rating were reviewed.
- 5.4 The gyroplane working group wanted to understand what the proposed options and consideration were with respects to the revalidation of the SEP Class Rating to see if it was appropriate to remain aligned.
- 5.5 The aeroplane working group explored two options which have been progressed to the consultation:
- Removal of the experience element from the revalidation requirements; and
 - Alignment of the experience requirements covering all SEP and similar Class Ratings
- 5.6 Following discussions within the gyroplane group, it was concluded that the existing revalidation requirements do not constitute a disproportionate burden to the community, so we will not be proposing to amend the revalidation requirements for the single engine gyroplane class rating.

You said

- 5.7 We sought comments from the respondents on the revalidation requirements.
-

- 5.8 We received 3 comments to this question and have included them below:
- 5.9 “Many of us Gyro pilots fly close to 100 hours per year compared with typical GA at about 35 hours per year. Based on this amount of flying it seems unreasonable to have to revalidate with an instructor every 24 months. Perhaps this could be based on hours and experience.”
- 5.10 “I support the concept of maintaining the two options of minimum flight hours or a check of competence by an FI.”
- 5.11 “Leave the revalidation requirements as it currently is.”

We did

- 5.12 We have taken into account the views of the working group, that the revalidation requirements are proportionate.
- 5.13 We have also seen that most respondents did not have any additional comments to add regarding the revalidation requirements.
- 5.14 We have therefore taken the following decision:

Phase 2 Consultation Outcome – CAA Decision no.5

We will maintain the current revalidation requirements for gyroplane ratings.

Chapter 6

ATO requirement for FIC

We asked

- 6.1 The group discussed the proportionality of organisations needing an approval as a National Approved Training Organisation (ATO-N) to offer the Flight Instructor Course (FIC) and argued the potential to lessen the regulatory burden to align with the DTO system already in place for balloons and sailplanes.
- 6.2 CAP1667 sets out the requirements for organisations seeking the ATO-N, and that this approval is necessary to offer flight and theoretical knowledge training for the FIC and the CPL(G) courses.
- 6.3 The working group considered the following aspects of ATO-N to be disproportionate:
- Nomination and approval of key post holders for Accountable Manager, Head of Training, Safety Manager and Compliance Manager. In addition, if applicable the Chief Theoretical Knowledge Instructor;
 - Operations, Training, Safety Management and Compliance Monitoring Manual(s); and
 - Requirement for a Safety Management System, which is documented in the Safety Management Manual.
- 6.4 An alternative might be to allow the FIC to be delivered by a Declared Training Organisation (DTO), similar to what is currently allowed of balloon and sailplane flight instructor training.
- 6.5 When considering the DTO requirements, the three areas described above are covered within the requirements but in a different way.

Nomination of post-holders

- 6.6 DTOs must nominate the Responsible Representative and the Head of Training, but these do not need to be approved by the CAA. Guidance is published setting out the anticipated qualification and experience expected of the Head of Training.

Operations, training, and compliance monitoring

- 6.7 DTOs must follow an approved training programme, but do not need to establish Operations, Training, Safety Management and Compliance Monitoring Manual(s).
- 6.8 DTOs may decide to develop a manual or a series of procedures to set out how flight and theoretical training will be delivered.

Safety Management

- 6.9 DTOs do not need to have a Safety Management System, instead they must develop and publish a safety policy, the purpose of which is to set out the safety goals for the training organisation and the means for achieving and tracking the progress to these goals.
- 6.10 DTOs are required to conduct an annual internal review and activity report, which is an assessment of the effectiveness of the training organisation carrying out the tasks and responsibilities, with special emphasis on:
- Assessment of the safety policy including the effectiveness of the implementation of any mitigations in relation to identified safety hazards.
 - Confirmation that flight and theoretical knowledge training has been delivered in accordance with the requirements and to the necessary standard.
 - Checks on documentation to ensure compliance with the applicable regulations this includes training records, instructor and examiner records, remedial action to non-compliances identified, suitability of facilities and availability of sufficient resources.
 - Checks on the suitability and airworthiness of training aircraft used for flight training. This includes checks on maintenance records and aircraft documents.
 - Maintenance of training standards, by monitoring feedback from students and student progress through training courses. Maintaining records of theoretical knowledge examination and Flight Test results to identify any trends.
- 6.11 DTOs are also required to develop a simple means for recording and tracking occurrence reports, both mandatory and voluntary, filed in relation to the aircraft operated by the training organisation. Although not a requirement, DTOs are also encouraged to develop an internal safety reporting system and develop procedures to ensure that the principle of 'just culture', is used when considering any reports submitted.

You said

- 6.12 **Question: Do you agree with our proposal to amend CAP1667, to develop requirements similar to the DTO for training organisations offering Flight Instructor Course for Gyroplanes?** (20 respondents expressed a view)
- 6.13 Only 50% of respondents agreed with this proposal.
- 6.14 15% disagreed, with the remaining respondents selecting the undecided or no view/don't know option.

Option	Total	Percent
Yes	10	50.00%
No	3	15.00%
Undecided	1	5.00%
No view/don't know	6	30.00%
Not answered	0	0.00%

We did

- 6.15 With half of the respondents agreeing with this proposal as well as the support of the working group, we would like to proceed with this proposal.
- 6.16 As part of Phase 3 of the GA Pilot Licensing and Training Simplification project we will look to amend CAP1667, this will be shared with the Gyroplane Working Group that assisted with the development of the consultation.
- 6.17 A further public consultation on this amendment to CAP1667, will take place once proposals are finalised with the Gyroplane Working Group and CAA colleagues.

Phase 2 Consultation Outcome – CAA Decision no.6

We will amend CAP 1667, with support from the Gyroplane Working Group, to change the requirements for a training organisation offering a Flight Instructor (Gyroplanes) course to comply with requirements similar to a Declared Training Organisation (DTO) and then release a consultation on these proposed changes.

Chapter 7

PPL Exams

We asked

- 7.1 The group reviewed the current theoretical knowledge examination questions, structure, and rules for the PPL(G) and propose the following changes.
- 7.2 As already mentioned in paragraph 3.1 of this consultation response document, student pilots for the PPL(G), complete the same theoretical knowledge examinations as the NPPL(A) with Microlight Class Rating in the following subjects:
- Human Performance
 - Navigation
 - Meteorology
- 7.3 In addition, a Gyroplane Aviation Law, Flight Rules and Procedures and a Gyroplane Technical paper are completed.
- 7.4 The NPPL(A) with Microlight Class Rating theoretical knowledge examinations were updated in 2020 and a further update is to be published in 2024.
- 7.5 Currently, Gyroplane Ground Examiners are using the older version of NPPL(A) examination papers, and a Gyroplane Aviation Law, Flight Rules and Procedures and a Gyroplane Technical paper updated in 2018.
- 7.6 The working group considered that it might be more appropriate for the PPL(G), to have their own theoretical knowledge examinations covering all subjects.
- 7.7 This may require CAA to work with the working group to amend the PPL(G) theoretical knowledge syllabus in SD44.

eExams

- 7.8 We have a stated objective to move more services on to a digital format, this is further supported by the Government review of public bodies, which made recommendation in 2023 to the CAA to move more services online.
- 7.9 We are encouraging all theoretical knowledge examinations to be conducted online. We are therefore proposing to bring the examinations for the PPL(G) into the eExam system.
- 7.10 The main benefit for us is we can update the question bank more easily when legislation changes or an examination question is identified as being incorrect or ambiguous.
-

- 7.11 We can also monitor and identify trends in the progress of candidates through the examinations. We have also seen a marked reduction in the reports of examination candidate malpractice when completing the examinations online when compared to the paper system.
- 7.12 The main benefit for the Ground Examiners is they no longer need to retain the records and the examination papers.
- 7.13 Ground Examiners can also access data about how their students are progressing through the examinations.
- 7.14 The main disbenefit for examination candidates is that we charge a fee when conducting the examination(s).

You said

- 7.15 **Question: Do you agree that the PPL(G) should have their own set of theoretical knowledge examination papers for all subjects?** (20 respondents expressed a view)
- 7.16 There were mixed reviews with regards to PPL(G) having their own set of theoretical knowledge examination papers with 35% agreeing with the proposal and 40% disagreeing with the proposal.
- 7.17 The rest of the respondents selected the undecided or no view/don't know option.

Option	Total	Percent
Yes	7	35.00%
No	8	40.00%
Undecided	4	20.00%
No view/don't know	1	5.00%
Not answered	0	0.00%

- 7.18 **Question: Do you agree that the PPL(G) theoretical knowledge examinations are incorporated and delivered through the eExam system?** (20 respondents expressed a view)
- 7.19 There was slightly stronger support for the proposal to move PPL(G) examinations onto the eExam system with 50% of respondents agreeing with that proposal.
- 7.20 Only 15% of respondents disagreed with this proposal.

Option	Total	Percent
Yes	10	50.00%
No	3	15.00%
Undecided	2	10.00%
No view/don't know	5	25.00%
Not answered	0	0.00%

- 7.21 Finally, we sought any general comments that the respondents had which they wanted to share.
- 7.22 6 respondents had additional comments they wanted to share. Below are some of those comments:
- 7.23 “Informal or formal alignment & recognition internationally for UK CAA PPL(G) i.e. Europe, US, Canada, Asia Pacific to aid flight abroad following check ride for example”.
- 7.24 “A period of restriction for a newly qualified FI is a very good thing. However, the community is so small and the economics of becoming an instructor do not make any sense. Many people get through the FI training then the penny drops – there is no way to get >100hrs supervision required to get 25 solo flights to become unrestricted. The list found on gyroexaminer.uk shows a small number of active instructors - I fear that it is already too small to be self sustaining.”
- 7.25 “My views on training are that too many get through too quickly and lack rotor management.”
- 7.26 “Re ATO/DTO topic. The gyroplane industry is still relatively immature compared to other forms of aviation. A lot of time has been spent over the past 15 years in standardisation, learning lessons from accidents and ensuring this knowledge is passed on through instructor training. The help by the CAA in creating the ATO requirements CAP 1667 plays a significant part in ensuring that instructor training is carried out in a structured and professional manner. Downgrading this to a DTO opens the door to a dilution of standards due to the less rigorous oversight and in my opinion this will lead to a decrease in standardisation and an increase in accidents.”

We did

- 7.27 We have considered all views, comments as well as our stated objective to move more services on to a digital format, and further supported by the Government review of public bodies, we have made the following decisions:

Phase 2 Consultation Outcome – CAA Decision no.7

We will commence a project with CAA's examination delivery partner to be able to offer the PPL(G) theoretical knowledge examinations through the eExam system.

We will work with the community to develop the necessary learning objectives and question bank for the examinations.

Phase 2 Consultation Outcome – CAA Decision no.8

As the delivery of Decision No.7 will take some time, we will update the existing Air Law and Gyroplane Technical examinations and reformat the current set of NPPL(A) with Microlight Class Rating examinations and send these to the Ground Examiners for Gyroplanes. We will also update Standards Document 11, with these new examination details.

Chapter 8

Next steps

- 8.1 We will now begin work on drafting the necessary documents, required by the Department for Transport (DfT), to implement changes to the ANO and Part-FCL.
- 8.2 We are working towards a legislative slot in Spring 2025.
- 8.3 We will also liaise with internal colleagues to ensure that our systems, internal instructions documents and all staff are ready for the implementation of these changes.

APPENDIX A**Abbreviations**

ANO	Air Navigation Order 2016
AMC	Acceptable Means of Compliance
ATO-N	Approved Training Organisation in accordance with the ANO 2016
BCAR	British Civil Airworthiness Requirement
CAP	Civil Aviation Publication
CPL	Commercial Pilot's Licence can be issued for an Aeroplane (A), Helicopter (H), Balloons (B), Airships (A) or Gyroplane (G)
DfT	Department for Transport
DTO	Declared Training Organisation
EU	European Union
FCL	Flight Crew Licensing
FI	Flight Instructor
FIC	Flight Instructor Course
FRTOL	Flight Radio Telephony Operators Licence
GA	General Aviation
GM	Guidance Material
ICAO	International Civil Aviation Organisation
NPPL	National Private Pilot Licence
PMD	Pilot Medical Declaration
PPL	Private Pilot Licence: can be issued for an Aeroplane (A), Helicopter (H), Balloons & Airships (BA) or Gyroplane (G)
SD44	Standards Document 44
SEP	Single Engine Piston
SME	Subject Matter Expert