

# TrainingCom - Autumn 2025

News for flying training professionals

## Guidance to Examiners for the use of Moving Map Devices during the PPL(A) ST, and Class Rating ST/PC's.

---

### Introduction:

In October 2025 the use of Moving Map Devices (MMD) will be introduced into the PPL Skills Test as an option but not a replacement to DR Navigation techniques. It is important to note that the MMD is used as a back-up device and the candidate is primarily required to demonstrate DR Navigational Techniques. This information will be incorporated into the appropriate UK CAA Standards Documents and Flight Examiner Manual (Aeroplanes). **This is only permitted on PPL ST and Class Rating ST/PC.**

### Briefing(s):

Having established the test or check to be conducted the examiner should confirm whether the candidate is intending to make use of a MMD device. Although the candidate will be allowed to put the VFR navigation route into the MMD device and use it for pre-flight planning purposes the route must be drawn on a valid chart for the area being flown and used as the primary source of information relating to airspace etc as part of the candidates TEM. The candidate must be able to demonstrate their ability to refer to source documentation for their pre-flight planning.

When reviewing the route during the main brief the examiner should ask questions relating to the route being flown primarily using the chart, and the MMD only as a backup.

### Flight:

The VFR navigation (En-Route) part of the test is primarily flown using recognised DR navigation techniques maintaining a calculated heading, altitude, speed and time to destination making appropriate corrections primarily whilst using the chart and only referring to the MMD as back up, and not just maintaining the 'magenta line' without establishing the datums mentioned above. At some stage on the first leg the examiner will deny the use of the MMD for a simulated reason, such as, low battery power and require the candidate to continue to, and identify, the first waypoint, before turning onto the next leg which is to be flown purely using recognised DR Navigation techniques.

When the examiner gives the candidate the destination for the diversion/unplanned leg, the candidate will again be expected to plan this leg using recognised DR Navigational techniques stating a calculated heading, altitude to fly and ETA to destination. When the candidates progress has been assessed accordingly, the examiner can allow the candidate to demonstrate the use of the MMD to complete the diversion using recognised DR navigational techniques.

Any use of the MMD during the rest of the flight should only be during the routing to an aerodrome for the circuits and not for orientation during the circuits themselves.

**Result:**

As the use of the MMD is presently optional, assessment of the en-route section of the flight is primarily based on the candidate's ability to demonstrate the use of recognised DR navigational techniques and not the use of the MMD. The examiner may want to give advice during the de-brief on the candidate's use of the MMD.