

# Heli-TrainingCom - Summer 2026

News for flying training professionals

News, knowledge, good practice and standardisation.

## Refreshed documents

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Due to the changes in the Flight Crew Regulations in October 2025 there have been a number of documents that have needed to be updated.

In February 2026 version 7 of Standards Document 19(H) was published.

There will be an updated version of the Helicopter Flight Examiners Manual published during the coming months.

The Military Aircrew Accreditation Scheme (MAAS) document, CAP2254 was updated in April.

There will be a new version of the Skyway Code coming out soon, so please look out for version 5.

Please remind your students to sign up for Skywise and guide them to select the appropriate categories that they need in order to get the most pertinent and up to date information for their flying.

## FI Seminar's for FIC's

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Any FI's holding FCL.905(j) privilege when revalidating/renewing their rating will need to attend an FI seminar delivered by a CAA TI. This is for standardisation purposes.

## Training with Moving Map Display's (MMD)

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The changes in Part FCL to the use of MMD's for the LAPL(H) and PPL(H) courses and subsequent skill tests was highlighted in the Autumn 2025 Heli-TrainingCom. This should provide guidance to all FE's on what to test and for FI's to structure their training.

## Simulated EOL's

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This manoeuvre is a part of any single engine helicopter course requiring a skill test. In the LAPL(H) and PPL(H) it appears in several exercises, whether that is a demonstration by the FI (Exercises 10, 13, 14b and 19) or being practised by the student in Ex. 19.

It is important that this manoeuvre is flown as per the manufacturers OSD (if available) and that it is annotated in the student's training records.

## Hot Topic's

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As the weather improves and the day's get longer, the amount of hours flown daily increase and along with that, so do Airspace Infringements (AI's). 14% of all AI's occur when an FI is PIC of the aircraft. When planning instructional flights FI's should consider the threats of the airborne environment, have a plan to mitigate these and be prepared to stop any errors that occur quickly. Situational awareness is vital throughout the flight, whether that is traffic or airspace. Airspace is often a threat not considered in a MATED brief, careful planning and choice of location is a key factor in the successful preparation for a flight exercise.

Increased gliding activity is another possible threat as we get into the warmer months of the year. Some MMD's don't display the detail that a CAA 1:250k chart will show regards the diameter of the zone and the height of the winch launching without having to tap and drill in for further information.

## Medicals with regards to training and examining

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The CAA continues to receive enquiries with reference to what medical certificate or declaration is required during flight training and testing and what privileges can be exercised based on either a valid medical certificate being held or a medical declaration having been made. Instructors and examiners are reminded that student pilots for a licence issue (Part-FCL LAPL, PPL, CPL and ATPL(H)), must hold a valid Medical Certificate issued in accordance with Part-MED applicable to the licence being applied for.

Licence holders who have made a medical declaration cannot exercise their privileges on a turbine engine helicopter. More information can be found on the CAA website [Medical requirements for private pilots | UK Civil Aviation Authority](#), in exemption (ORS 4 No1629) [ORS4 No.1629: Alternative medical criteria when making a Pilot Medical Declaration | UK Civil Aviation Authority](#) and within the regulations under Part MED for specific requirements, and you are reminded to review this information to be clear with what is required for training, testing and checking.

## Flight Examiner Oversight

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When conducting Assessments of Competence for the revalidation or renewal of an examiner certificate, the senior examiner would be expected to assess the most complex type that is currently being utilised on the certificate, based on the ratings held, and as this is completed with a live candidate, please bear in mind planning in advance, with as much notification as possible to the authority to ensure continued validity of the certificate.

## FCL.1005(a) Limitation of privileges in case of vested interests

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Point (a) states that an FE shall not conduct a skill test or AoC for the issue of a licence, rating or certificate to whom they have provided more than 25% of the required instruction to complete the course. In the case of a LAPL(H) or PPL(H) the amount of supervised solo should be included in this calculation.

## The revalidation of single engine piston helicopters within the ‘common group’

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Since the Aircrew Part FCL changes in October 2025 the R44 has now been added to the ‘common group’ in AMC1 FCL.740.H (a)(3). Please be mindful that when revalidating a type from the ‘common group’ the PC performed on the aircraft also in the ‘common group’ must be a revalidation too, not a renewal.