Single-engine class ratings – revalidation by experience

Refresher training flight

Guidance for instructors on the 1-hour refresher training flight, as required in Part-FCL and Air Navigation Order 2016 (ANO 2016) (FCL.740.A(b)(1)(ii) and Chapters 1, 2 and 3 of Part 3 of Schedule 8)

Purpose of the flight

The refresher training flight is a mandatory element of the single-engine class rating[1] revalidation by experience process. It is not a test or proficiency check, but an opportunity for the instructor to refresh skills, improve safety, and address any decline in competence through tailored training. Whilst noting certain required exercises, training content should otherwise be selected according to the pilot's experience.

Regulatory requirement

FCL.740.A(b)(1)(ii) states: To revalidate a single-engine class rating endorsed on a Part-FCL licence, within the validity period of the rating as set out in FCL.740(a), Complete 12 hours of flight time in the relevant class, including:

— 6 hours during the 12 months preceding the expiry date of the rating,

— 6 hours as PIC,

— 12 take-offs and 12 landings, and

— refresher training of at least 1 hour of total flight time with a flight instructor (FI) or a class rating instructor (CRI).

Applicants shall be exempted (except in the case of an NPPL(A) revalidation by experience) from this refresher training if they have passed a class or type rating proficiency check, skill test or assessment of competence in any other class or type of aeroplane.

FCL.740.A(b)(2) covers pilots who hold both a TMG and SEP(Land) class rating.

FCL.740.A(b)(4) covers pilots holding both an SEP(Land) and SEP(Sea) class rating.

To revalidate a single-engine class rating endorsed on a pilot’s licence issued in accordance with the ANO 2016, within the validity period of the rating as set out in Chapters 1, 2 and 3 of Part 3 of Schedule 8, the pilot must meet the requirements set out above.

[1] Not including Single-Engine Turbine Class Ratings

Instructor objectives

The refresher training flight should be used to refresh the pilot's handling and airmanship skills, reinforce effective Threat and Error Management (TEM), review operational decision-making, identify any areas of skill fade or further training need, and enhance overall confidence and safety awareness.

The refresher training flight should normally be a single flight of at least one hour to refresh knowledge and skills relevant to the rating privileges.

Where aircraft, weather, or related operational limitations make this impractical, the requirement may be met through at least one hour of instruction spread over two flights. In such cases, the instructor may only certify the training under FCL.945 once the full required flight time has been completed.

Refresher training content

Before the flight, the instructor should provide a briefing covering the pilot's recent experience and currency, TEM principles, weather-related decision-making with particular emphasis on avoiding inadvertent entry into instrument meteorological conditions (IMC), navigation procedures (including the use of VFR moving map devices, where fitted), and appropriate stall recovery techniques.

Pre-flight preparation should also include demonstration of effective planning and briefing techniques using regulated aeronautical information products from the NATS Aeronautical Information Service, including appropriate VFR charts, AICs, the UK AIP and the NATS PIB service for NOTAMs, together with regulated meteorological information from the UK Met Office Aeronautical Visualisation Service (MAVIS). Instructors are also recommended to include an oral check of understanding of wider PIC responsibilities, decision-making and required regulatory knowledge.

The airborne training should be tailored to the pilot's experience and based on relevant exercises that may also be found in the proficiency check. As a minimum, it should include the recognition of and recovery from stall scenarios, together with simulated partial engine power loss scenarios during different phases of flight. Consideration should also be given to practice forced landing (PFLs), engine failures after take-off (EFATOs), and dead-reckoning navigation exercises.

Additional exercises may include but are not limited to:

- General Handling: climbs, descents, turns, accurate aircraft control, trimming and lookout.
- Slow Flight and Stall Awareness: slow flight, stall recognition and stall recovery.
- Emergency Handling: practice forced landings (PFLs), precautionary landing considerations, simulated engine failures and other relevant emergencies such as partial power loss, failure of the autopilot and electric trim (if applicable) and carbon monoxide events.

- Navigation: visual navigation, moving map device use (with suitable evidence of dead reckoning ability without reference to moving maps), situational awareness and diversion planning.
- Circuits and Landings: standard joins, touch-and-goes, circuit emergencies and go-arounds.

A full selection of exercises for consideration can be found at GM2 FCL.740.A Revalidation of class and type ratings – aeroplanes.

Instructors should also further refer to AMC1 FCL.740.A(b)(1)(ii) Revalidation of class and type ratings — aeroplanes and AMC2 FCL.740.A(b)(1)(ii) Revalidation of class and type ratings — aeroplanes for more information.

Throughout the lesson, instructors should promote discussion of relevant TEM topics, including deteriorating weather and the risk of inadvertent IMC, airspace infringement prevention, workload and fuel management, he recognition and correction of errors and omissions, personal limitations, responses to stress, startle and surprise, and the effective use of communication and navigation equipment.

Where possible, instructors should devise realistic non-normal or emergency scenarios that require an element of decision-making and workload management by the pilot.

Training priorities

Instructors are encouraged to place particular emphasis on dead-reckoning navigation, practice forced landings, partial loss of engine power and EFATOs, as these skills are not routinely practised by many GA pilots and are intended to address known contributors to overload which can result in poor decision-making leading to loss of control, aircraft handling accidents and airspace infringements.

Completion and certification

Following the flight, the instructor should conduct a debrief, record the refresher training in the pilot's logbook, and certify completion of at least one hour of instructional flight time. Where the pilot has met all revalidation requirements and the instructor considers the flying demonstrated to be of an appropriate standard, the instructor should also revalidate the applicable class rating(s) by endorsing the Certificate of Revalidation in the pilot's licence with the new validity period.

If appropriate, the instructor should retrain flight exercises to an appropriate level of competence. If the instructor considers that the pilot requires further flight training to achieve the necessary standard, then the instructor is not obliged to complete the revalidation of the pilot's class rating endorsed on the Certificate of Revalidation within the licence.

Revalidations should be notified to the CAA by submitting SRG1107 or SRG1157 to licenceapplications@caa.co.uk.