

INSTRUCTOR AND EXAMINER BULLETIN 01-2014

Dear Instructor and Examiner,

This bulletin contains information on the following:

1. Extending the Validity Period of Microlight Ratings
2. Revalidating Ratings other than for the NPPL (A) M
3. Changes to Log Book Annotations for the 'Partial Pass' Result on Tests
4. The Group D Aircraft Rating, history and consequences
5. Advice to Applicants for FE Authorities and FIC Instructor Appointments
6. Remembering to maintain Examiner Authorities and Instructor Ratings

Guide amendments to incorporate these changes are available to download from the BMAA web site to update your Instructor and Examiner Guide. [Use this link.](#)

Please would Ground and Flight Examiners pay particular attention to the changes announced in this bulletin and apply these changes with immediate effect as detailed below.

1. EXTENDING THE VALIDITY PERIOD OF MICROLIGHT RATINGS

This information was circulated at this year's Instructor Seminar and in the 'Microlight Training Newsletter'. The information below is to detail it further together with the relevant Guide amendments. There has been quite a delay in getting this information to you but the wording for the amendments has taken some time to agree with the CAA.

The expiry point for ratings in a pilot's licence has been standardised so that all ratings will be valid until the end of a calendar month. This standardisation has been achieved by calculating the expiry date from the end of the month in which the rating is issued, revalidated or renewed rather than the date of signing. This is to align ALL ratings with European Law (now UK law) that states that the validity period of ratings shall extend to the end of the relevant month.

The CAA has been issuing all Microlight Ratings to the end of the month of issue since 2012. The CAA has not yet informed the existing Microlight Examiners of this therefore this Instructor Bulletin is being issued to do so.

The Rating Validity Extension is only to be applied at the **next** Revalidation or Renewal by an Examiner, it **cannot** be applied retrospectively to an existing rating.

This is a 'once off' to align the rating validity periods, after which all ratings will be valid to the end of a month of issue from then on.

In this context 'valid until' means that the rating is valid up to and including the date specified.

ACTION BY EXAMINERS

From the next time you issue a Certificate of Revalidation, Experience, Renewal or Test the validity period of the new certificate is calculated from the end of the month in which the certificate is issued rather than from the date of test or date of presentation for a certificate. See the examples below.

For Certificates of Revalidation and Renewals (12 hours / 24 month cycle)

For a NPPL (A) M Revalidation or Renewal, and any other Microlight Rating being validated in the 12 hours in 24 months cycle, the new certificate is valid for 24 months *in addition to the remainder of the month in which the date of issue or test falls.*

1. NPPL (A) M rating presented for **Revalidation by Experience** on 21 January 2014 with the Rating valid until 26 March 2014 – new certificate issue extended to 31 March 2016 and the 'valid to' date is 31 March 2016.
2. A NPPL (A) M **Renewal** by test (when the Rating has expired or has not been revalidated by experience within the validity period of the certificate) will be issued to expire 24 months after the end of the month in which the test was flown. For example the certificate for a test flown on the 21 August 2014 will be valid until 31 August 2016.
3. For the holder of a NPPL (A) M **Revalidating by Test** within the validity period of the Certificate the expiry date will be 24 months from the end of the month in which the existing certificate is due to expire.

For Certificates of Experience and Test (5 hours /13 month cycle)

1. A PPL (A) M with a valid rating presented for a **C of E** on 21 March 2014, the new certificate is extended to 30 April 2015. There is no 'valid until' date for the C of E, the certificate is valid for thirteen months *after the last day of the month in which it was signed.*
2. If a Rating is presented for a **C of E** before the last month of validity, the new certificate is valid from the date of signing and for 13 months after the end of the month in which it is signed.
3. A **C of T** is valid from the date of test and for a further 13 months from the end of the month in which the test was taken.

C of E and C of T Certificates

The original C of E and C of T stamps and stickers stated: 'This certificate is valid for thirteen months from the date shown above' (the date of signing).

The wording has now changed to 'This certificate is valid for thirteen months *after the last day of the month in which it was signed.*'

The new Certificates for C of E and C of T in a ready to print format onto 8 label self-adhesive stickers are available to download from the 'Instructors and Examiners' page on the BMAA web site. [Use this link.](#)

Please discard all old ones. Sadly, those with the old C of E and C of T Stamps will have to use the new certificate stickers.

Guide Amendment Section 6.1

Instructor Ratings

The validity period for all new issues and revalidations of Instructor Ratings is now calculated from the end of the month in which the test was taken.

Guide Amendment Section 7, various

2. REVALIDATING OTHER (non microlight) NPPL RATINGS

In the past Microlight Examiners have automatically been able to revalidate other Class ratings in the NPPL, in addition to Microlight Class ratings, however this is no longer the case. Examiners can only sign certificates for other NPPL Class ratings, SSEA and SLMG, if their Examiner Authority specifically includes those Classes. If so the relevant Classes will be printed on their Examiner Authorities.

Guide Amendment Section 6.1 1.2.3.1

3. LOG BOOK ANNOTATIONS AND THE 'PARTIAL PASS' RESULT ON TESTS:

This concerns the 'Pilot Operating Capacity' when the result of a flight test is a Partial Pass.

The Operating Capacity of a candidate receiving a Partial Pass on a Test is '**PUT**' and the flight time is logged in the PUT/P2 column of the logbook.

Only on the successful completion of the Test should the candidate's Operating Capacity be designated as PI/S and the time logged in the P1 column.

Guide Amendments Section 5.3 page 9, Section 7.3 page 8 and Section 7.4 page 3.

4. THE GROUP D AIRCRAFT RATING

The first Licence issued to microlight pilots by the CAA was a PPL (A), Private Pilot's Licence for Aeroplanes as opposed to rotorcraft, with a group rating limited to 'Landplanes in Group D'. The Group D aircraft description is 'Aeroplanes having an empty weight not exceeding 150kgs, a wing area of not less than 10sq.m and a wing loading not exceeding 10kg/sq.m at empty weight and which are designed to carry not more than 2 persons in or on the aeroplane or any part thereof.'

When the microlight definition changed and the weight limit increased, the licence changed to a PPL (A) Microlight, the description on the licence became 'microlight aeroplanes ... as defined in the ANO for the time being in force'.

Most of those with the 'Group D' licence have had their licence replaced either to update it to the PPL (A) M in the early 1990s or when they added ratings to their licence, or had their address changed. The CAA would have automatically changed any 'Group D' licences to a PPL (A) M on any re issue.

So what's the problem? Well, the CAA has reminded the BMAA that anyone still flying on an old 'Group D' microlight licence cannot fly microlights that fall outside of the Group D description!

Examiners, please look out for these old 'Group D' licences when being asked to revalidate or renew licences and point out their restrictions to the pilot. The CAA will replace the Group D Licence, but there will be a charge for this.

5. APPLICANTS FOR FE AUTHORITIES AND FIC I APPOINTMENTS

The BMAA offers a preparatory seminar for prospective FEs and FICIs. The seminar has been developed to give applicants an insight into the role and guidance for their preparation for both the selection interview and the qualification that they are applying for. Seminars are held periodically throughout the year as demand dictates. It is strongly recommended that applicants attend one of these seminars prior to interview. Priority for interview will be given to applicants who have attended a seminar.

Guide Amendment Section 8.2

6. Renewing Examiner Authorities

There have been cases recently where the CAA has refused NPPL (A) M applications because the Examiner who signed off the exams had not renewed his Authority and therefore was not entitled to perform his duties as an examiner on the date of signing. The CAA has required new exams to be taken at the expense of the student. It is the responsibility of the Examiner to maintain his Authority, neither the CAA nor the BMAA send reminders.

Revalidating Instructor Ratings

In the past the BMAA sent reminders to instructors when their Instructor Rating was due for revalidation. This is no longer the case, and has not been so for a year or two, so do make sure you remember to make suitable arrangements in good time.

I would also like to remind all instructors to ensure that they send the BMAA the Instructor Form 1 as soon as possible after completing a revalidation test with an FIE. There have been problems caused recently due to the delayed arrival of test forms. Licence applications have been delayed or refused because the BMAA records have shown that an instructor or examiner has lapsed and has not been entitled to give tuition or conduct examinations, when in fact this is not the case, but the BMAA has not been kept informed.

Guide Amendment Section 7.2

Fiona Luckhurst
Chairman Microlight Panel of Examiners

23rd August 2014