

## INSTRUCTOR AND EXAMINER BULLETIN 03-2016

To All Instructors and Examiners,

### 1) CHANGES TO INSTRUCTOR REVALIDATION PROCEDURES

Before the introduction of the ANO 2016 when an instructor revalidated his instructor rating (certificate as it is called now) the revalidation period started from the end of the calendar month in which he was tested regardless of when the test was done. In accordance with the changes in the revalidation validity period coming into effect with the introduction of ANO 2016:

1. If the revalidation is done within 3 months prior to expiry of the current certificate the new certificate is valid for 36 months from the end of the month which includes the expiry date of the existing certificate. So you don't lose any validity time from your existing certificate if you test within that 3 month period.
2. If the certificate of revalidation has expired at the time of test, then upon signing, the rating is valid from the date of test and for 36 months from the end of the month in which the test was taken.
3. If the revalidation is done before three months prior to expiry, then the new 36 month period would start from the end of the month in which the test was taken.

So an incentive to book your instructor revalidation tests in good time, 3 months before expiry of certificate!

### 2) THE NEW NPPL AND PPL MICROLIGHT MEDICAL DECLARATION SYSTEM.

From the 25th August 2016 the self-declaration medical system used by NPPL holders and holders of a UK PPL with a microlight class rating is changing. Please read the following information carefully.

From the 25th August 2016 a pilot, or student pilot, wishing to obtain a self-declaration of fitness can only do so by using the CAA on-line system. We understand that the pilot will be able to print off a certificate/declaration and this will be used to prove fitness prior to solo and on licence application.

At the time of writing the CAA web form is not available but will be on the 25th August. We suggest you search the CAA web site for further information prior to the 25<sup>th</sup> as there is no link available that we can give you at this time.

The existing self-declaration form that is countersigned by the holder's GP will be withdrawn after the 24th August 2016. Any old forms signed after the 24th August 2016 will not be valid.

Pilots and student pilots who currently have a self-declaration medical issued under the current system may continue to use that document until it next naturally expires, following which it will have to be replaced using the on-line system that will then be in place. Holders choosing to continue to

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use an existing declaration are still subject to any Group 1 or other restrictions that they might have and the validity period of an existing declaration does not change.

The new declaration system does not have a Group 1 and 2. There is a single medical standard applied to all holders.

The new declaration system does not restrict the holder by any limitations on passenger carrying. Current holders limited to Group 1 privileges may wish to see if they can obtain the new declaration to remove the restrictions imposed by the current Group 1 status.

If a person cannot meet the medical requirements for the new declarative system they have the alternative options of applying for an EASA LAPL, Class 1 or Class 2 Medical Certificate.

### **3) NPPL (A) CLASS RATINGS**

There seems to be a little confusion about the need for the holder of a NPPL (A) SSEA to have a NPPL (A) M Class Rating to fly a microlight.

Under the rules for the NPPL the holder of a SSEA Class rating cannot fly a Microlight without a NPPL (A) M Class rating. The holder of a NPPL must add the class rating for each of the three classes of aircraft they wish to fly (Microlight, SSEA, SLMG). Adding a rating requires such training as specified, a GST, ground exams as specified and an application through the BMAA or LAA for the rating to be added by the CAA. This is not the same as "differences training".

The confusion no doubt arises from the different requirements for the UK PPL (A) and EASA SEP Ratings. This may not be reasonable, but the rule.

Fiona Luckhurst  
Chairman Microlight Panel of Examiners

19<sup>th</sup> August 2016