

INSTRUCTOR AND EXAMINER BULLETIN 04-2016

To Instructors and Examiners,

Please find below details of significant changes to some of the validity requirements for the NPPL (A) M application, Control Type restrictions for Instructors and Examiners and a note about the new Medical Declaration.

1) Amendments to currency requirements for Solo and Navigational hours for the NPPL (A) M

A few years ago the Panel discussed changes to the 9 month validity period for both solo and navigational hours for the NPPL (A) M application. It was considered that the 9 month validity period was too time restrictive, did not actually contribute towards flight safety and caused students additional hardship in times of prolonged poor weather. The CAA was asked to extend the validity period from 9 to 24 months in line with the written exams. It has taken some time but finally the change has been made.

Therefore from now on, and retrospectively, all solo and navigational training hours conducted under the supervision of an instructor will have a validity period of 24 months prior to licence application.

This does not affect the GST or Ground Oral Exam validity periods which remains at 9 months.

2) Endorsement of Additional Types for an AFI/ FI (R) and FI Certificates

Over the years discussions have been ongoing with the CAA regarding Control Type conversions for Instructors and Examiners. This follows recommendations from the AAIB for mandatory Control Type testing after a number of accidents were attributed to pilots not being familiar with the Control Types they were flying.

As a result, from now, all Instructor Certificates (as they are now called) issued will be Control Type restricted to the Control Type that the Instructor has been tested on.

Control Type Restricted Flight Instructors

FIs and AFIs/ FI (R)s wishing to instruct on an *additional* Control Type (weightshift/ flexwing, three axes or powered parachute) must complete a minimum of 5 hours PIC on that Control Type and pass a Flight and Ground Test conducted by a FIE M. This Test could be the Instructor Revalidation Test.

Control Type tests cannot be conducted by a FICI M, but must be conducted by a FIE M. Previously the additional Control Type test was only required for AFIs and could be conducted by a FICI M.

Unrestricted Control Type Flight Instructors

The requirement for an additional Control Type test for FIs is not retrospective. However if a FI with an unrestricted Rating wishes to instruct on a Control Type they have not previously instructed on they should comply with this requirement.

If a FI has been training on different Control Types and they have not previously tested on one of those Control Types they should do so on a subsequent revalidation test.



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Flight Examiners

All Flight Examiner Authorities issued in recent years have been Control Type restricted. Should an Examiner wish to examine on a Control Type other than that which is on their Examiner Authority they must get a recommendation from a FIE M to add this Control Type. This recommendation could be made after a successful Revalidation Test on that Control Type.

These amendments will be incorporated in CAP 804 at the next review, until then the CAA has brought out an Information Notice to put the above changes in place with immediate effect.

<https://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=detail&id=7555>

3) CAA Medical Declaration

The new CAA 'Pilots Medical Declaration' was introduced on the 26th August. It was intended to facilitate the Medical requirements for Private Pilots flying in the UK but has also proved a disadvantage for some pilots with specific medical conditions.

The BMAA has received a large number of complaints regarding the changes in the medical requirements and is in discussion with the CAA on this matter. Any developments will be circulated.

Regards,

Fiona Luckhurst
Chairman Microlight Panel of Examiners

24/09/2016