



## INSTRUCTOR AND EXAMINER BULLETIN 01-2017

To Instructors and Examiners,

### BMAA INSTRUCTOR AND EXAMINER GUIDE

Just before Christmas amendments to the Instructor and Examiner Guide were posted on the web site. Some of the amendments were to update the Guide for changes in the instructor revalidation periods and to take advantage of these updates to replace the terms 'AFI' with 'FI (R)' and 'Ratings' with 'Certificates' in accordance with ANO changes. Not all the Guide is updated with the new wording yet, but when and as more updates are made it will be.

Some of the other updates were to incorporate the changes in the validity periods of Solo and Navigation hours required prior to Licence application, to reflect the changes to regulations when training in amateur built aircraft and removal of the requirement for 'Club' membership whilst training.

The 'Record of Changes', 21<sup>st</sup> December 2016 amendments, details all the updates made. Most of the amendments have been advised in earlier Instructor Bulletins and the Guide, but not all so worth a read.

### MICROLIGHT HOURS AND THE UK PPL (A)

For those also flying SEP on the old UK PPL (A) Licence you may be interested to know that AOPA announced in the December issue of their magazine that 3 Axis Microlight hours can be used for revalidation of UK PPL (A) SEP Ratings, all the revalidation requirements can be done using 3 Axis Microlight hours. I must emphasize this **does not** apply for EASA or NPPL SSEA rating revalidations, just the old UK PPL (A) SEP Rating. Contact AOPA for more details.

### EXAMS

If you are wondering what is happening to the outdated exam questions, especially Air Law ones, we are still trying to get them issued by the CAA. It is now 13 months since we submitted replacement air law questions to them. In spite of repeated requests the CAA has been unable to change these exams. In addition, now the CAA cannot issue us with *any* Microlight Exam papers. Extraordinary as this may seem it is what is happening. As soon as the situation changes we will let you know, for now we have to use our judgement, as examiners, when marking Exam papers not to penalise the candidate for outdated questions.

### NPPL (M) Application Form 102M

The Personal Details section in Form 102M asks for the applicant's CAA Personal Reference Number (CAA PRN) if one has already been issued to the applicant. Please note that any applicant who has made a Pilot Medical Declaration on-line using the new system will have been issued with a (CAA PRN). This will have been notified in the return email sent by the CAA following the declaration being made. Please make sure this CAA reference number is completed on Form 102M when sending in an application. Failure to include the CAA PRN will cause delays in processing the application.

Happy New Year

Fiona Luckhurst  
Chairman Microlight Panel of Examiners

18<sup>th</sup> January 2017

**PS Don't forget the Instructor Seminar – Sywell, 21<sup>st</sup> February.**