

# Standards Document 44

## Gyroplane Licensing

Version 2 – June 2012

## Foreword

This document contains the privileges and requirements for the PPL(G), the licence to fly gyroplanes in the UK. It details the ratings for instruction and the authorisations for examiners.

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### Revision History

Revision	Date	Revision Summary
1.1	October 2011	Revised to include PPL(G) application and privilege information to replace LASORS in March 2012.
1.2	March 2012	Numbering added to Paragraphs and formatting amended
2.0	June 2012	Modifications and additional information to align revalidation and renewal requirements with other aircraft categories, revised single seat training requirements.

- **General Information**

### 1.1 Purpose

This document defines the standards to be applied for the training of UK licenced gyroplane pilots.

It should be read in conjunction with CAP 804, which defines the requirements for gyroplane licences and associated ratings and certificates.

### 1.2 Applicability

This Standards Document No. 44 is applicable to all gyroplane training commenced after the 1 July 2012. Any training for the issue of a PPL(G) commenced prior to this date may be completed under the terms of LASORS 2010 or under the terms of this Document.

### 1.3 Regulation of Licensing

The **UK Civil Aviation Authority (CAA)** is the regulatory body for aviation in the UK, this includes gyroplanes. The **Licensing & Training Standards (L&TS)** is the division responsible for the issue of pilot licences, this includes gyroplane pilot licences.

The **British Rotorcraft Association (BRA)** is a member's organisation that has a specific interest in gyroplanes.

The BRA acts as a single point of reference for the CAA for consultation and dissemination of information regarding gyroplanes between members and the CAA. The BRA, where possible will "self regulate" much of the day-to-day detail within the rules specified within CAP 393, CAP 804 and this document. The overall responsibility for regulation, and pilot's Licence issue, remains with the CAA.

### 1.4 Contact details

General aviation information in the UK is available from the CAA website [www.caa.co.uk](http://www.caa.co.uk).

The initial point of contact for gyroplane specific information should be the BRA website [www.britishrotorcraftassociation.org](http://www.britishrotorcraftassociation.org). Where information is not given in the website, or in this document, enquires should be made using the contact information given on the website.

Initial enquiries and questions regarding information in this document should be directed to the BRA. Where clarification is required from the CAA, this will be sought by the BRA and the answer redirected to the originator.

Note that some enquiries, including where reference is required to the CAA, will only be answered to current members of the BRA.

### 1.5 The Panel Selection Board

Standardisation of training and minimum skill levels for all aspects of gyroplane training are the responsibility of the Panel Selection Board.

The Panel Selection Board consists of:

- The CAA representative for gyroplane training standards.

- All the FIE(G) holders (see later in this document for a definition of an FIE(G) holder).
- A representative of the BRA.

Refer to the BRA website for the details of the members of the Panel Selection Board and how to contact them.

## 1.6 The scope of this document

### *Private Pilot's Licence*

There is only one Licence available for flying gyroplanes in the UK. This is known as the Private Pilots Licence (Gyroplanes), PPL(G). There are a number of ratings and authorisations that can be added to this Licence for additional privileges.

A summary of the Licence terminology and ratings is given below, the full detail is provided as the main body of this document.

- **Private Pilots Licence – PPL(G)**
  - The Licence to allow a person to fly gyroplanes in the UK, solely for private and personal use.
- **The Assistant Flying Instructors rating – AFI(G)**
  - The privilege of an AFI(G) is to conduct flight instruction for the issue, revalidation or renewal of a PPL(G) in gyroplanes. An AFI(G) shall have his privileges limited to conducting flight instruction under the supervision of an FI(G) for gyroplane.
- **The Flying Instructors rating – FI(G)**
  - The privilege of an FI(G) is to conduct flight instruction for the issue, revalidation or renewal of a PPL(G) in gyroplanes.
- **The Flying Instructor Course rating – FIC(G)**
  - The privilege of an FIC(G) is to conduct flight instruction for the issue, revalidation or renewal of an AFI(G) in gyroplanes.
- **The Ground Examiners authorisation – GE(G)**
  - The privilege to examine students in the theoretical elements of the syllabus given in Appendix A.
- **The Flying Examiners authorisation – FE(G)**
  - The privileges of an FE for Gyroplanes are to conduct skill tests for the issue of the PPL(G) and proficiency checks for the renewal of a PPL(G).
  - The privilege to issue PPL(G) Certificate of Validity Revalidation.
- **The Flying Instructor Examiners authorisation – FIE(G)**
  - The privilege of an FIE(G) is to conduct flight instruction to FI(G) holders for the issue of a FIC(G) rating and FE(G) authorisation.
  - The privilege of an FIE(G) is to conduct flight instruction to FE(G) and FIC(G) holders for the issue of a FIE(G) authorisation.
  - The privileges of an FIE(G) for gyroplanes are to conduct skill tests and assessments of competence for the issue and renewal of an AFI(G), FI(G),



FIC(G), FE(G) and FIE(G) and to recommend to the CAA for the issue of the appropriate rating.

- The privilege to issue Certificates of Validation for FE(G) / FIC(G) / FIE(G).

### *Commercial Pilot's Licence*

There is no commercial Licence currently available for gyroplanes in the UK. Any future commercial licence is likely to be within the remit of the European Aviation Safety Agency (EASA).

### *Aircraft*

The requirements for aircraft that are to be used for training are included within this document.

### *Airfields*

The requirements for airfields that are to be used for training are included within this document.

## 2. Private Pilots Licence PPL(G)

### 2.1 Privileges and limitations of the Licence

Full privileges can be found in Schedule 7 of the Air Navigation Order.

- (1) Subject to paragraph (2), the holder of a United Kingdom Private Pilot's Licence (Gyroplanes) is entitled to fly as pilot in command or co-pilot of any gyroplane of a type specified in the aircraft rating included in the licence.
- (2) The holder may not—
  - (a) fly such a gyroplane for the purpose of public transport or aerial work except in accordance with paragraph (3);
  - (b) receive any remuneration for services as a pilot on a flight other than remuneration for the giving of such instruction or the conducting of such flying tests as are specified in paragraph (3);
  - (c) fly as pilot in command of such a gyroplane at night unless the licence includes a night rating (gyroplanes) and the holder has within the immediately preceding 13 months carried out as pilot in command not less than five take-offs and five landings at a time when the depression of the centre of the sun was not less than 12° below the horizon.
- (3) The holder may fly such a gyroplane for the purpose of aerial work which consists of instruction or testing in a club environment provided that, in the case of instruction, the licence includes a flying instructor's rating, a flight instructor rating or an assistant flying instructor's rating.

**Notes** There is presently only one "type" of gyroplane that may be entered in al licence. This is "single engine piston" class.

For the purposes of this Standards Document 44 a class is divided into a number of gyroplane types. A "Type" relates to a single manufacturer's specification of aircraft (that may involve a number of options), which is defined by a CAA TAD (Type Approved Data Sheet) or an LAA (Light Aircraft Association) TAD (Type Accepted Data Sheet). Any gyroplane that is not defined by either definition of TAD is considered as a "Type" on its own.

There is no endorsement on the licence of different types within a class on the PPL(G). Such endorsements are recorded in the pilot's personal flying log.

**At present there is no night rating for gyroplanes.**

### 2.2 Prerequisites for training

The prerequisites for training are:

- Minimum age - there is no minimum age to start training however:
  - a student cannot fly solo until they are 16 years old.
  - a student cannot apply for the PPL(G) until they are 17 years old.
- Medical Requirements:

An applicant for a PPL(G) shall hold a valid NPPL medical declaration or a Part-Med Class 1, 2 or LAPL medical certificate. A student must hold a valid medical certificate or

declaration when conducting any solo flight prior to licence issue or when exercising the privileges of the PPL(G).

### 2.3 Application for training

Application for training is made directly with an AFI(G) or an FI(G). For a complete list of contact numbers please refer to the BRA website, as given in the contact section within the General Information section of this document.

The acceptance of a person to start a schedule of training with an AFI(G) or an FI(G) is at the discretion of that AFI(G) or FI(G).

### 2.4 Training content for the issue of a PPL(G)

The training syllabus for the issue of a PPL(G) is given in Appendix A.

#### *Initial Training*

Except for training covered by any one of the exceptions set out in Notes 1, 2 or 3 below, all training given to a person prior to that person being granted a PPL(G) shall be undertaken in gyroplanes that are Type Approved by the CAA. For all parts of the PPL(G) syllabus other than solo flying, instruction shall be given in Type Approved gyroplanes with fully functional dual controls and the instructor seated at the second set of controls. The solo flying sections of the PPL(G) syllabus may be completed in gyroplanes having only one set of controls, which may be single seat Type Approved aircraft. Student pilots undertaking solo flying shall not carry passengers on such flights. Before flying a gyroplane of a different type, whether under training or after licence issue, a pilot shall complete differences training where applicable - see section 2.13

Note 1: Solo flying exercises contained in the PPL(G) syllabus may be carried out in a gyroplane (single or two seat) that is not Type Approved, subject to the following conditions:

- (a) the gyroplane is wholly and solely owned by the student pilot and no valuable consideration is given or promised for its use for the flight or flights; and
- (b) the gyroplane has a valid permit to fly issued by the CAA that does not include any condition, limitation or condition that would prohibit its use for the flight or flights; and
- (c) there is no other mandatory restriction notified by the CAA, such as a Mandatory Permit Directive, whether specific or general in its applicability that would prohibit the use of the gyroplane for the flight or flights.
- (d) before authorising any solo flight the instructor shall verify, by flying the aircraft that is to be used through the manoeuvres required for the PPL(G) General Flying Test, that the flying characteristics of the aircraft are normal for the type and are within the capabilities of the student taking into account the level of skill and experience of the student.

Note 2: Where an individual two seat, non-Type Approved gyroplane has a training permission that was issued by the CAA prior to 1 July 2012, the gyroplane may be used for dual instruction unless the permission is withdrawn, cancelled or revoked by the CAA.

Note 3: Permissions were issued by the CAA prior to 1st July 2012 to named individuals flying specifically identified single seat gyroplanes. These permissions allowed them to receive instruction that is not limited to the solo flying sections of the syllabus for the PPL(G). These

permissions may be used until the named person is granted a PPL(G), unless the permission is withdrawn, cancelled or revoked by the CAA.

### *Solo training*

Before solo flying begins, at least the following exercises shall have been satisfactorily completed to solo standard on a two seat gyroplane and signed in the personal flying log of the student annotated "competent for solo" by an FI(G):

- Upper Air Work
- Advanced Rotor Management including Wheel Balancing
- Low Hops and High Hops
- Circuits, Take offs and Landings
- Emergency Procedures including Emergency Field Landings

### *Skill Test*

General Flying Tests for the grant of the PPL(G) shall be conducted using Type Approved gyroplanes with fully functional dual controls (or a gyroplane specified under Note 2 above), with the examiner occupying the seat that would be used by an instructor.

## 2.5 Application for Licence issue

### *Requirements for Licence issue*

The requirements for the issue of a Licence are:

- The **completion of a course of training** defined by the syllabus in Appendix A, The course shall include theoretical knowledge and flight instruction appropriate to the privileges given. All training shall be suitably recorded by the instructing AFI(G) or FI(G). These records shall be held and retained by the AFI(G) or FI(G) as part of their training notes.
- Completion of a minimum of **40 hours of flight training** (dual and solo) supervised by an authorised instructor in any flying machine. These flights must be recorded in a **personal flying log** detailing the syllabus and exercise numbers flown. A flying log can be maintained electronically but it must be printed out and signed by the owner/holder.
- Completion of a **minimum of 15 hours of dual flying** training in gyroplanes. This time may include the General Flying Test.
- Completion of a **minimum of 10 hours of solo flying** in gyroplanes including:
  - a **minimum of 3 hours of cross country**, defined as flight which takes the aircraft a straight line distance of more than 10 nautical miles from the departing airfield.
- Completion of a **minimum of:**
  - **Two cross country return flights** where a landing is made at an airfield different from the point of departure and the return flight is made to the departure airfield on the same day. The route taken to the destination airfield must be more than 25 nautical miles. Each cross country flight must follow a different route.

- Alternatively a single cross country flight can consist of landings made at two different airfields and returning to the airfield of original departure, and the route taken to each airfield is more than 25 nautical miles.
- The cross country flight requirements must have been completed within the 9 months preceding the application. These flights must be recorded on a form based upon the sample given in Appendix P.
- Crediting of experience:
  - The exercises “Wheel Balancing” and “Rotor Management” may only be counted up to a maximum of 2 hours for credit towards the flight time requirements for licence issue.
  - Training in an authorised gyro-glider, under the supervision of an AFI(G) or FI(G) can only be counted up to a maximum of 2 hours.
- Pass in the examination **Gyroplane (Type)** relevant to the gyroplane that is to be used for the General Flying Test. This test must have been completed within the 9 months preceding the application. The schedule for this test is given in Appendix F.
- Applicants for a PPL(G) shall demonstrate through the completion of a skill test the ability to perform, as PIC on gyroplanes, the relevant procedures and manoeuvres with competency appropriate to the privileges granted. The **General Flying Test**, conducted by an FE(G) and according to the schedule given in Appendix G and recorded in an appropriate manner. This test must have been completed within the 9 months preceding the application and within 6 months of the completion of the training.
- **Passes in the theoretical elements** within the 24 months preceding the application:
  - The following exam should be passed prior to solo flight
    - Aviation Law, Flight Rules and Procedures
  - The following exams should be passed prior to qualifying cross country flight
    - Human Performance and Limitations
    - Navigation
    - Meteorology
  - The following exam should be passed prior to the General Flying Test
    - Gyroplane Technical

### *The General Flying Test*

An applicant for a skill test for the PPL(G) shall have received instruction on the same type of gyroplane to be used in the test. The General Flying Test is a flight conducted under the supervision of an FE(G). The General flying Test for the initial issue of a PPL(G) shall be conducted in gyroplane with a minimum of two seats and with functioning dual controls fitted, with the examiner occupying the seat that would be used by an instructor.

An applicant shall pass all of the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

The schedule for the General Flying Test is given in Appendix G.

### *Conduct of the Test*

Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE(G)), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE(G), only those sections not completed shall be tested in a further flight.

At the discretion of the FE(G), any manoeuvre or procedure of the test may be repeated once by the applicant. The FE(G) may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.

An applicant shall indicate to the FE(G) the checks and duties carried out. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

The FE(G) shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

The applicant for a general flying test shall be recommended for the test by the person responsible for the training, once the training is completed. The training records shall be made available to the examiner.

### *Credits for non-UK gyroplane Licence holders*

Where a holder of a non-UK gyroplane Licence wishes to obtain a UK gyroplane Licence, application for credits for previous experience should be made to the BRA providing details of the current Licence, the syllabus or training used to obtain the Licence and the personal flying logs showing the flying experience in gyroplanes. The holder must ensure that they fulfill the requirements above and they are advised to consult with an FI(G). A letter of recommendation from the FI(G) would be useful to support the application. Any additional training determined by the BRA must be completed prior to conducting the GFT for UK PPL(G) issue.

### *Credits for existing pilot's Licence (non gyroplane) holders*

Where an applicant holds an existing current and valid pilot's Licence where ground examinations of the theoretical subjects were required to obtain that Licence and the standard of the ground examination was of an equivalent or higher level, the ground examination shall be credited.

Holders of a UK issued pilots licence in a different category of aircraft may be credited with up to a maximum of 15 hours flying experience towards the PPL(G) training requirements.

Non-UK pilot licence holders seeking credit for theoretical exams undertaken in another state must provide satisfactory evidence of exam equivalence.

### *Instructional hours gained in other countries*

Where an applicant has completed instructional hours on gyroplanes in other countries they may be credited towards the grant of a PPL(G) provided:

- They are logged in a personal flying log, annotated with the syllabus and exercise numbers and signed by a qualified instructor in that country.
- The exercises can be cross referenced to corresponding exercises in the UK PPL(G) Syllabus given in Appendix A.

For each exercise logged as completed in another country, the applicant must demonstrate that they have attained the level of skill for each Specific Flying Objective specified for that exercise in the full PPL(G) syllabus to a UK AFI(G) or FI(G) who will sign the personal flying log to this effect.

### *Application Procedure*

Application is made on form SRG 2101 which is included as Appendix L. Details of where to submit the form and supporting documentation are included on the form.

## 2.6 Licence Validity

The UK PPL(G) is issued with a lifetime validity but for the privileges conferred by it to be exercised, the holder must have at all times:

- A current **medical certificate or declaration of health** (see below).
- A valid **aircraft rating** for the aircraft that the holder is going to fly (see below).
- A **current certificate of validity** (see below).

A holder must **not** carry any passenger, except an AFI(G) or FI(G), unless within the preceding **90 days** the holder has made **3 successful take offs and 3 successful landings** as the **sole** manipulator of the controls in a gyroplane of the same class.

### *Valid aircraft rating*

When granted a Licence, it is only valid for the **particular type** of gyroplane that was used for the General Flying Test and as recorded in the licence holder's personal flying log. In order to exercise the privileges to fly a different type of gyroplane an aircraft rating must be added to the personal flying log of the pilot. The requirements for this endorsement are:

- Before the aircraft is flown a suitable briefing must be obtained from an AFI(G) or FI(G) who holds an aircraft rating for that type. A recommended scope of the briefing is given in Appendix N.
- Student must receive differences training as set out in CAP 804, Section 5, Part B, Subpart 3.
- Where a pilot wishes to fly a gyroplane of a different type and there is no instructor with experience on that type, the differences training should be provided by a pilot qualified on that type, under the supervision of an instructor. The log (see below) must be endorsed by the instructor.

- The aircraft must be flown under the supervision of the instructor until the pilot can demonstrate the level of competence required to pass the General Flying Test. This is given in the schedule in Appendix G.
- The pilot must demonstrate satisfactory knowledge of the aircraft in terms of performance and daily inspection to the level required to pass the gyroplane (type) examination. This is given in Appendix F.
- The aircraft rating shall be recorded as "Aircraft Rating <type>" entered alongside the record of the qualifying flight in the personal flying log of the holder, signed by the instructor conducting the training annotated with their approval number.

**Note:** MPD 2005-008 prohibits flight in single-seat gyroplanes that have a cockpit nacelle and a thrustline to centre of gravity offset of more than 2 inches by pilots who have less than 50 hours solo flying since obtaining their PPL(G).

### *Certificate of Validity*

After 1 July 2012, the initial issue of a gyroplane licence will have the rating valid for 24 months. The revalidation and renewal process for gyroplane ratings will be aligned with the current PPL(A) JAR/EASA procedures. Part of this process will involve the examiner signing the ratings validity page in the applicants licence and not a Certificate of experience entry in the logbook

### Revalidation

"The administrative action taken within the period of validity of a rating that allows the holder to continue to exercise the privileges for a further specified period consequent upon the fulfillment of specified requirements"

There are two methods of revalidating a rating:

#### 1. Revalidation by Proficiency check

The rating may be revalidated by passing an **aircraft rating revalidation flight test** with a UK gyroplane Flight Examiner (FE(G)). If completed within the three months preceding the expiry date of the current rating, no loss of rating validity will be incurred- the new rating expiry date will be calculated from the preceding expiry date, not from the date of the proficiency check.

If the test is completed more than three months in advance of the expiry date of the rating, a new rating expiry date will be calculated from the date of the test.

#### 2. Revalidation by flying experience

A gyroplane class rating can be revalidated by flying experience by producing logbook evidence to a gyroplane examiner, before the rating expiry date has passed, of the following flying experience completed within the 12 months preceding the rating expiry date.

**12 hours** of flight time in a gyroplane to include:

- 6 hours** as pilot in command; and
- 12** take-offs and landings; and
- a " training flight" of at least 1 hour duration with a FI(G) who must countersign the appropriate logbook entry



### The Training Flight

The FI should make the purpose of the training flight clear at the outset. His function is to ascertain the applicant's knowledge and skills, interjecting if necessary to improve on these. If the primary purpose of the flight was for some other training then the FI must select suitable items of general handling and brief how these will fit into the profile for the purpose of maintaining the applicant's knowledge and skills.

When the aims have been achieved the FI will sign the applicant's logbook, append his/her licence number and identify the "Training flight".

### Transitional Procedures

Current licence holders, pre 1st July 2012, have been able to revalidate by experience, i.e. 5 hrs flying experience every 13 months with a revalidation signature being placed in the logbook.

Such applicants who wish to revalidate by experience after the 1 Jul 2012 may do so once.

The examiner will complete an entry into the ratings page of the licence and will annotate the validity period of 24 months not 13 months.

The next time the rating is to be renewed or revalidated it is to be done in accordance with the process, listed in this document, which comes into effect on 1st July 2012.

### Renewal

#### **Renewal means:**

"The administrative action taken after a rating has lapsed that renews the privileges of the rating for a further specified period consequent upon the fulfillment of specified requirements"

#### *Certificate of Validity Renewal*

**THE RENEWAL REQUIREMENTS ARE DEPENDENT ON THE AMOUNT OF TIME WHICH HAS ELAPSED SINCE THE RATING LAPSED**

#### **Where a certificate of validity has expired for a period not exceeding 24 months**

An applicant who wishes to renew his aircraft rating for a further 24 months shall pass the **Aircraft rating revalidation flight test**. The flight test will require the applicant to demonstrate that he/she is competent to fly the gyroplane as PIC and includes the following items:

- all manoeuvre used in normal flight, including take-off and landing and simulated forced landing.

#### **Where a certificate of validity has expired for a period exceeding 24 months but not more than 5 years since having flown as PIC in a gyroplane**

Complete the following training syllabus, which must be completed within the 9 month period preceding the date of issue of the rating:

- **Ground**- discussion of changes to regulations, procedures etc introduced since the last flight as PIC and revision of the Aviation Law and flight rules and procedures syllabus for the PPL. Revision of the Human Performance and Limitations syllabus.
- **Flight**- At least one hours training including circuits landings and ground handling to include a "power-off" approach and landing to touchdown to a selected area under the direction of the FI.

On completion of the training syllabus the flight test with an FE(G) consisting of one flight in a gyroplane of the appropriate type to include:

- A general flight test to cover all items in the flight test for the initial issue of the aircraft rating, and,
- A cross-country flight to an aerodrome at least 30 minutes flying time from the aerodrome of departure, a circuit and landing at the destination, and a return flight to the aerodrome of departure, the preparation (flight planning) for each leg will form part of this test.

#### Where a certificate of validity has expired for a period exceeding 5 years since having flown as PIC in a gyroplane

The applicant must apply to the CAA, through the BRA, for an assessment of the training and subsequent testing required for the renewal of the aircraft rating.

When the applicant has successfully renewed or revalidated his rating the FE(G) will then complete form SRG/1119 and complete the ratings page of the applicants licence . The SRG/1119 form is to be sent to Gatwick. The CAA will charge no fee provided that the examiner signs the certificate.

## 2.7 Radio Operator's Licence

All pilots are encouraged to have and use the radio telephony equipment in their gyroplane. In order to use the equipment it is necessary for the pilot to obtain a Flight Radio Telephony Operator's Licence (FRTOL).

Details of how to qualify for and obtain this Licence are set out in CAP 804.

## 2.8 Medical Requirements

The medical requirements for the PPL(G) is either a valid NPPL Medical Declaration or a Part-Med Class 1,2 or LAPL Medical Certificate.

Details of medical requirements are available on the CAA website.

## 2.9 Flying Club Requirements

The instructor and the student must be a member of the same flying club and the aircraft must be operated under arrangements entered in to with the flying club.

## 2.10 Use of aircraft for training

Restrictions apply when an aircraft issued with a Permit to Fly (rather than a Certificate Of Airworthiness) is used for flight training.

The conditions that apply are set out in AIC 001/2011

The aircraft that may be used for training are set out in Section 2.4.

### *Exceptions*

A gyroplane may have a restriction on its use for training, rendering it unsuitable for training unless a certain level of gyroplane experience has been attained by the pilot.

## 2.11 Use of airfield for training

Training can be undertaken at any Licensed or unlicensed airfield. Where training is operating from an unlicensed airfield, the guidelines given in **CAP 793 – Safe Operating Practices at Unlicensed Aerodromes** should be adhered to.

## 2.12 Carriage of Passengers

A passenger is any person other than the pilot or a pilot under instruction. The holder of a PPL(G) shall not act as PIC of a gyroplane carrying passengers unless within the preceding 90 days that person has made 3 take-offs and 3 landings as the sole manipulator of the controls in a gyroplane of the same type.

## 2.13 Gyroplane Differences Training

Pilots who wish to fly a gyroplane of a different type from that which they received training on, shall receive appropriate differences training from a gyroplane assistant flight instructor or flight instructor and have their log book endorsed by the instructor. In the case of single seat gyroplanes, arrangements shall be made with an instructor for the differences to be covered and where necessary a flight demonstration by the pilot to confirm his competency: a log endorsement shall be made. The formal requirement for differences training was introduced as a consequence of Safety Recommendations from the Air Accidents Investigation Branch following a number of gyroplane accidents. Presently there is only one gyroplane class – single piston engine gyroplane. All UK registered gyroplanes are members of this class. Each type within this class is a variant of the class, but this does not reflect the marked differences that are manifest between them.

Certain gyroplanes have more demanding handling qualities and require a greater period of differences training. The minimum period of differences training (in hours) may be found from the table below. Time spent on wheel balancing exercises shall not be counted as differences training.

**NOTE:** MPD 2005-008 prohibits flight in single-seat gyroplanes that have a cockpit nacelle and a thrustline to centre of gravity offset of more than 2 inches by pilots who have less than 50 hours solo flying since obtaining their PPL(G).

GYROPLANE MINIMUM DIFFERENCES TRAINING HOURS								
			Converting to:					
			Not Listed:			Listed:		
			Tandem 2 Seat	Side-by- side 2 Seat	Single Seat	Tandem 2 Seat	Side-by- side 2 Seat	Single Seat
Converting from	Not listed	Tandem 2 Seat	1	2	2	4	4	4
		Side-by-side 2 Seat	1	1	2	4	4	4
		Single Seat	1	2	1	4	4	4
	Listed	Tandem 2 Seat	1	2	2	4	4	4
		Side-by-side 2 Seat	1	1	2	4	4	4
		Single Seat	1	2	1	4	4	4
LISTED GYROPLANES								
Any single seat gyroplane with a cockpit nacelle and a thrust line / c.g. offset of more than 2 inches - refer to MPD 2005-008.								
RAF 2000								

Where a pilot wishes to fly a single seat gyroplane of a different type and there is no instructor with experience on that type, the difference training should be provided by a pilot qualified on the type, under the supervision of an instructor. The log must be endorsed by the instructor.

Where a student undertaking training for the PPL(G) converts from one gyroplane type to another during the training course, the differences training requirement must be added to the PPL(G) training requirement.

## 2.14 Allowable Credit for Time Spent on Wheel Balancing Exercises

During "wheel balancing" a gyroplane is partially supported by the undercarriage and partially rotor borne. The Air Navigation Order definition of being in flight stipulates that, for piloted aircraft, a flight begins "when, after the embarkation of its crew for the purpose of taking off, it first moves under its own power...". When a student is carrying out wheel balancing there is no intent to take off, and therefore the aircraft is not considered to be in flight, even if it does become entirely supported by the rotor for any period during the wheel balancing activity. However, in recognition of the value of wheel balancing as a flying training exercise, up to 2 hours of such training may be counted towards the experience requirements for the PPL(G). Time spent on wheel balancing shall not be counted as differences training. This acceptance of wheel balancing as experience is subject to compliance with the following conditions:

- a) The wheel balancing will be the sole activity carried out during the period to be claimed as wheel balancing against the experience requirements. Short hops and other training

activities for which becoming airborne are necessary, and therefore intended from the outset, may be logged as flight time;

- b) Entries in the log for “wheel balancing” must be annotated clearly as “wheel balancing” and not as flight time. Wherever possible the wheel balancing time should be recorded in a different column to that used to record flight time.

### 3. Assistant Flying Instructor Rating AFI(G)

#### 3.1 Privileges of the rating

The privilege of an AFI(G) is to conduct flight instruction for the issue, revalidation or renewal of a PPL(G) in Gyroplanes.

#### 3.2 Restrictions of the rating

The holder of the AFI(G) rating is **not** permitted to give instruction unless supervised by an FI(G).

- The supervising FI(G) must be present at the airfield, or flying within the local area whenever flying instruction is given by the AFI(G) in the circuit.
- The FI(G) must be at the airfield, or available by radio or telephone when the AFI(G) is flying cross country and that flight must be authorised by the FI(G).
- While conducting training under supervision, the AFI(G) shall not have the privilege to authorise student pilots to conduct first solo flights and first solo cross country flights.

Instruction can only be given on a type of gyroplane for which the instructor:

- has a valid aircraft type rating endorsement in his personal flying log; and, where a gyroplane has dual controls, is competent at flying that type of gyroplane using the instructor's controls.

#### 3.3 Prerequisites for training

The pre-requisites to commence the AFI(G) training course are:

- PPL(G) holder with a current Certificate of Validity.
- 150 hrs flown P1 on any flying machine of which 100 hrs must have been flown on a gyroplane. These hours to have been attained since the issue of the appropriate pilot's Licence.
- 30 hrs flown P1 on cross-country flights i.e. a flight where a landing is made at an aerodrome at least 25nm away from the departure aerodrome.
- Demonstrated by personal log entries, landing at airfields with:
  - Full ATC or FISO service
  - A radio service
  - Non radio
- Demonstrate to an FIC(G) an excellent flying capability, knowledge of the handling characteristics of the aircraft, and the ability to land the aircraft in the event of a real or simulated emergency.

#### 3.4 Application for training

Application for training is made directly with an FIC(G). For a complete list of contact numbers please refer to the BRA website, as given in the contact section within the General Information section of this document.

The acceptance of a person to start a schedule of training with an FIC(G) is at the discretion of that FIC(G).

### 3.5 Training content

Applicants for an AFI(G) shall have completed a course of theoretical knowledge and flight instruction. In addition to the specific elements prescribed, all applicants shall be trained to achieve the following competences:

- Prepare resources,
- Create a climate conducive to learning,
- Present knowledge,
- Integrate Threat and Error Management (TEM) and crew resource management,
- Manage time to achieve training objectives,
- Facilitate learning,
- Assess trainee performance,
- Monitor and review progress,
- Evaluate training sessions,
- Report outcome.

The syllabus for the training is given in Appendix B.

### 3.6 Application for rating issue

The requirements for the issue of an AFI(G) rating are:

- The completion of a course of training defined by the syllabus in Appendix B, suitably recorded by the instructing FIC(G). These records are retained by the FIC(G) as part of their training notes.
- Completion of a minimum of 40 hours of classroom training. This includes:
  - the flight briefings for the exercises defined in the PPL(G) syllabus
  - the theoretical subjects as defined in the PPL(G) syllabus
- Completion of a minimum of 20 hours of flying training.
- Complete an assessment of competence conducted by an FIE(G) according to the schedule in Appendix H.
- This assessment shall include:
  - the demonstration of the competencies during pre-flight, postflight and theoretical knowledge instruction;
  - oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations in the appropriate gyroplane type;
  - exercises adequate to evaluate the instructor's competencies.
- The assessment shall be performed on the same type of gyroplane used for the flight instruction.
- When an assessment of competence is required for revalidation of an instructor rating, an applicant who fails to achieve a pass in the assessment before the expiry date of an instructor rating shall not exercise the privileges of that certificate until the assessment has successfully been completed.

### *Credits for existing instructor rating holders (non gyroplane)*

Where the applicant holds or has held an instructor rating in another category of aircraft issued by the CAA, the subjects of Aviation Law, Flight Rules and Procedures; Human Performance and Limitations; Navigation and Meteorology may be credited towards the classroom training requirements. In these circumstances the FIC(G) must ensure that the applicant is competent in delivering these subjects to students.

There are no credits for the flight briefings, Gyroplane technical or the flying elements of the course.

### *Application procedure*

Application is made on form SRG 2102 which is included as Appendix M. Details of where to submit the form and supporting documentation are included on the form.

## **3.7 Revalidation of rating**

The AFI(G) rating is issued with a 3 year validity. It is revalidated by passing an assessment of competence conducted by an FIE(G) according to the schedule in Appendix H.

## **3.8 Renewal of rating**

If an AFI(G) rating expires it can be renewed by:

- Appropriate refresher training by an FIC(G).
- Conduct of assessment of competence conducted by an FIE(G) according to the schedule in Appendix H.



## 4. Flying Instructor Rating FI(G)

### 4.1 Privileges of the rating

The FI(G) rating grants the privilege to

- The privilege of an FI(G) is to conduct flight instruction for the issue, revalidation or renewal of a PPL(G) in gyroplanes.
- Supervise an AFI(G).

### 4.2 Restrictions of the rating

Instruction can only be given on a type of gyroplane for which the instructor:

- Is entitled to act as PIC on the aircraft during such flight instruction.
- has a valid aircraft rating endorsed in his personal flying log; and, if a gyroplane is fitted with dual controls is competent at flying that type of gyroplane using the instructors controls.

### 4.3 Prerequisites for training

There is no additional training required for the FI(G) rating.

### 4.4 Application for training

There is no additional training required for the FI(G) rating.

### 4.5 Training content

There is no additional training required for the FI(G) rating.

### 4.6 Application for rating issue

The requirements for the issue of an FI(G) rating are:

- PPL(G) holder with a current Certificate of Validity.
- AFI(G) rating.
- A minimum of 100 hrs of giving dual flying instruction. This training must include the briefings and associated flying training of every exercise in the syllabus given in Appendix A
- has supervised at least 25 student solo flights;
- A letter of recommendation from the supervising FI(G) that the applicant is suitable to instruct unsupervised.
- Pass a test conducted by an FIE(G) according to the schedule in Appendix H. This performance of this test should be at a level of competence higher than when it was done as an AFI(G), the applicant should be able to relate to real life experiences.

#### *Credits for existing instructor rating holders (non gyroplane)*

There are no credits for holders of existing non-gyroplane instructor ratings.

### *Application procedure*

Application is made on form SRG 2102 which is included as Appendix M. Details of where to submit the form and supporting documentation are included on the form.

## **4.7 Revalidation of rating**

The FI(G) rating is issued with a 3 year validity. It is revalidated by passing an assessment of competence conducted by an FIE(G) according to the schedule in Appendix H Renewal of rating

If an FI(G) rating expires it can be renewed by:

- Appropriate refresher training by an FIC(G).
- Conduct of assessment of competence conducted by an FIE(G) according to the schedule in Appendix H.

## 5. Flying Instructor Course Rating FIC(G)

### 5.1 Privileges of the rating

The privilege of an FIC(G) is to conduct flight instruction for the issue, revalidation or renewal of an AFI(G) in gyroplanes. The FIC(G) rating includes all the privileges of the FI(G) rating.

### 5.2 Restrictions of the rating

There are no restrictions to the rating.

### 5.3 Prerequisites for training

The pre-requisites to commence training are:

- Minimum of 3 years length of service as FI(G).
- Minimum of 600 hours as a flying instructor of which at least 400 hours are as FI(G).
- An assessment of prerequisite experience by the Panel Selection Board.
- Applicants for the FIC(G) approval shall have passed a specific pre-entry flight test with an FIE(G) within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for type ratings as set out in this document.

### 5.4 Application for training

Application for training is made directly to the Panel Selection Board. Please refer to the BRA website, as given in the contact section within the General Information section of this document.

The acceptance of a person to start a schedule of training with an FIC(G) by the CAA, shall be made, upon recommendation by the Panel Selection Board and when satisfied, that the applicant has met the experience prerequisites as set out in this document.

### 5.5 Training content

Applicants for an FIC(G) shall have completed a course of theoretical knowledge and flight instruction. In addition to the specific elements prescribed, the course shall contain the elements of the FIC(G) syllabus set out in Appendix C. Application for rating issue.

The requirements for the issue of an FIC (G) rating are:

- The completion of a course of training defined by the syllabus in Appendix C, suitably recorded by the instructing FIE(G). These records are retained by the FIE(G) as part of their training notes.
- Completion of a minimum of 2 days of classroom training. This includes:
  - Validation of key flight briefings for standardisation of the exercises defined in the PPL(G) syllabus
  - Validation of the theoretical subjects for standardisation as defined in the PPL(G) syllabus
- Conduct of assessment of competence conducted by an FIE(G) according to the schedule in Appendix I.

### *Credits for existing FIC rating holders (non gyroplane)*

There is no credits for holders of existing FIC ratings (non gyroplane).

#### **5.6 Application procedure**

Application is made on form SRG 2102 which is included as Appendix M. Details of where to submit the form and supporting documentation are included on the form.

#### **5.7 Revalidation of rating**

The FIC(G) rating is issued with a 3 year validity. It is revalidated by the conduct of assessment of competence by an FIE(G) according to the schedule in Appendix I.

#### **5.8 Renewal of rating**

If an FIC(G) rating expires it can be renewed by:

- Appropriate refresher training by an FIE(G).
- Conduct of assessment of competence by an FIE(G) according to the schedule in Appendix I.

## 6. Ground Examiner Authorisation GE(G)

### 6.1 Privileges of the authorisation

The GE(G) authorisation grants the privilege to:

- Examine students in the theoretical elements of the PPL(G) syllabus.

### 6.2 Restrictions of the authorisation

There are no restrictions to the rating.

### 6.3 Prerequisites for training

There is no additional training required for the GE(G) authorisation.

### 6.4 Application for training

There is no additional training required for the GE(G) authorisation.

### 6.5 Training content

There is no additional training required for the GE(G) authorisation.

### 6.6 Application for authorisation issue

The requirements for the issue of a GE (G) authorisation are:

- FI(G) Rating.

#### *Credits for existing GE authorisation holders (non gyroplane)*

There are no credits to the requirement for a GE(G) authorisation.

#### *Application procedure*

Application should be made directly to the Panel Selection Board. Please refer to the BRA website, as given in the contact section within the General Information section of this document.

### 6.7 Revalidation of authorisation

The authorisation is given with a lifetime determined by the CAA at the time of issue.

### 6.8 Renewal of rating

Renewal of the rating is as stated by the CAA at the time of issue.

## 7. Examiner Authorisation FE(G)

### 7.1 Privileges of the authorisation

The FE(G) authorisation grants the privilege to:

- The privileges of an FE for Gyroplanes are to conduct skill tests for the issue of the PPL(G) and proficiency checks for the renewal of a PPL(G).
- To issue PPL(G) Certificate of Validity Revalidation.

The FE(G) authorisation includes all the privileges of the FI(G) and the GE(G) rating.

### 7.2 Restrictions of the rating

An FE(G) cannot conduct a General Flying Test for the initial issue of a PPL(G) to a student to whom he/she has given more than 5 hours flying instruction in the previous 24 months, unless permission is sought and granted from the CAA.

### 7.3 Prerequisites for training

The pre-requisites to commence training are:

- PPL(G) holder with a current Certificate of Validity.
- Minimum of 3 years experience as an FI(G).
- Minimum of 1000 hours as pilot in command of gyroplanes of which at least 250 hours are as FI(G).
- Successfully submitted a minimum of 10 candidates for the PPL(G).
- Relevant knowledge, background and appropriate experience related to the privileges of an examiner;
- That they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued by the CAA for non-compliance with the Regulations during the last 3 years.
- An assessment of prerequisite experience by the Panel Selection Board.
- Applicants for the FE(G) approval shall have passed a specific pre-entry flight test with an FIE(G) qualified in accordance with this document within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for class and type ratings as set out in this document.

### 7.4 Application for training

Application for training is made directly to the Panel Selection Board. Please refer to the BRA website, as given in the contact section within the General Information section of this document.

The acceptance of a person to start a schedule of training with an FIE(G) by the CAA, shall be made, upon recommendation by the Panel Selection Board and when satisfied, that the applicant has met the experience prerequisites as set out in this document.

## 7.5 Training content

Applicants for an examiner authorisation shall undertake a standardisation course provided by an FIE(G) approved by the authority. The standardisation course shall consist of theoretical and practical instruction and shall include, at least:

- (1) The conduct of 2 simulated skill tests, proficiency checks or assessments of competences for the licences or ratings for which the applicant seeks the privilege to conduct tests and checks;
- (2) Instruction on the applicable requirements and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;
- (3) A briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees.

The FE(G) syllabus is set out in Appendix D.

## 7.6 Application for authorisation issue

The requirements for the issue of an FE (G) authorisation are:

- The completion of a course of training defined by the syllabus in Appendix D, suitably recorded by the instructing FIE(G). These records are retained by the FIE(G) as part of their training notes.
- Completion of a minimum of 1 day of classroom training.
- Applicants for an examiner authorisation shall demonstrate their competence to an FIE(G) specifically authorised to do so by the authority responsible for the examiner's authorisation through the conduct of a simulated skill test, proficiency check or assessment of competence in the examiner role for which privileges are sought, as set out in schedule in Appendix J, including briefing, conduct of the simulated skill test, proficiency check or assessment of competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.

### *Credits for existing FE authorisation holders (non gyroplane)*

There is no credit for holders of existing FE authorisation (non gyroplane).

### *Application procedure*

Application is made on form SRG 2102 which is included as Appendix M. Details of where to submit the form and supporting documentation are included on the form.

## 7.7 Revalidation of authorisation

The FE(G) authorisation is issued with a 3 year validity. It is revalidated by the conduct of assessment of competence by an FIE(G) according to the schedule in Appendix J.

## 7.8 Renewal of rating

If an FE(G) authorisation expires it can be renewed by:

- Appropriate refresher training by an FIE(G).
- Conduct of assessment of competence by an FIE(G) according to the schedule in Appendix. J.

## 8. Flying Instructor Examiner Authorisation FIE(G)

### 8.1 Privileges of the authorisation

The FIE(G) authorisation grants the privilege to:

- Instruct FI(G) holders, for the issue, revalidation or renewal of the FIC(G) rating and FE(G) authorisation.
- Instruct FIC(G) and FE(G) holders, for the issue, revalidation or renewal for the FIE(G) authorisation.
- Conduct assessments of competence for the issue of an AFI(G), FI(G), FIC(G), FE(G) and FIE(G), and to recommend to the CAA that an issue of the associated rating or authorisation is appropriate.
- Issue Certificates of Validation for FE(G) / FIC(G) / FIE(G).

The FIE(G) authorisation includes all the privileges of the FE(G) authorisation and the FIC(G) rating.

### 8.2 Restrictions of the rating

An FIE(G) cannot examine any student for the grant of an initial rating or authorisation where the course of training for that rating or authorisation was given by the FIE(G) unless permission in writing is obtained from the CAA.

### 8.3 Prerequisites for training

The pre-requisites to commence training are:

- PPL(G) holder with a current Certificate of Validity.
- Minimum of 2000 hours as pilot in command of gyroplanes of which at least 1000 hours are as FI(G).
- Successfully examined a minimum of 5 candidates as FE(G).
- Successfully instructed a minimum of 5 candidates as FIC(G).
- Relevant knowledge, background and appropriate experience related to the privileges of an examiner;
- That they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued by the CAA for non-compliance with the Regulations during the last 3 years.
- An assessment of prerequisite experience by the Panel Selection Board.
- Applicants for the FIE(G) authorisation shall have passed a specific pre-entry flight test with an FIE(G) qualified in accordance with this document within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for class and type ratings as set out in this document.



## 8.4 Application for training

Application for training is made directly to the Panel Selection Board. Please refer to the BRA website, as given in the contact section within the General Information section of this document.

The acceptance of a person to start a schedule of training with an FIC(G) by the CAA, shall be made, upon recommendation by the Panel Selection Board and when satisfied, that the applicant has met the experience prerequisites as set out in this document.

## 8.5 Training content

Applicants for an Flight instructor examiner authorisation shall undertake a standardisation course provided by FIE(G) approved by the competent authority. The standardisation course shall consist of theoretical and practical instruction and shall include, at least:

- (1) the conduct of 2 simulated skill tests, proficiency checks or assessments of competences for the licences, ratings or certificates for which the applicant seeks the privilege to conduct tests and checks;
- (2) instruction on the applicable requirements and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;
- (3) a briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees.

The FIE(G) syllabus is set out in Appendix E.

## 8.6 Application for rating issue

The requirements for the issue of an FIE (G) authorisation are:

- The completion of a course of training defined by the syllabus in Appendix E, suitably recorded by the instructing FIE(G). These records are retained by the FIE(G) as part of their training notes.
- Completion of a minimum of 1 day of classroom training.
- Applicants for a flight instructor examiner authorisation shall demonstrate their competence to an FIE(G) specifically authorised to do so by the authority responsible for the examiner's authorisation through the conduct of a skill test, proficiency check or assessment of competence in the examiner role for which privileges are sought, as set out in schedule in Appendix K, including briefing, conduct of the skill test, proficiency check or assessment of competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.

### *Credits for existing FIE rating holders (non gyroplane)*

There is no credit for holders of existing FIE authorisation (non gyroplane).

### *Application procedure*

Application is made on form SRG 2102 which is included as Appendix M. Details of where to submit the form and supporting documentation are included on the form.

## **8.7 Revalidation of authorisation**

The FIE(G) authorisation is issued with a 3 year validity. It is revalidated by the conduct of assessment of competence by an FIE(G) according to the schedule in Appendix K.

## **8.8 Renewal of authorisation**

If an FIE(G) authorisation expires it can be renewed by:

- Appropriate refresher training by an FIE(G).
- conduct of assessment of competence by an FIE(G) according to the schedule in Appendix K.

## Appendix A – The PPL(G) Syllabus

### **Section 1: Basic Flying**

- Ex 1a: Air Experience Flight
- Ex 1b: Effects of controls
- Ex 1c: Startup, Taxi and Shutdown
- Ex 1d: Basic Flying Consolidation

### **Section 2: Upper Air Work**

- Ex 2a: Fly a straight track at constant altitude
- Ex 2b: Increase and decrease speed at constant altitude
- Ex 2c: Medium turns at constant altitude
- Ex 2d: Climb and descend - straight
- Ex 2e: Climb and descend whilst turning
- Ex 2f: Fly the circuit pattern
- Ex 2g: Upper Air Work Consolidation

### **Section 3: Rotor Management, take offs and landings**

- Ex 3a: Rotor management
- Ex 3b: Take-offs
- Ex 3c: Landings
- Ex 3d: Hops
- Ex 3e: Circuit Consolidation

### **Section 4: Emergencies**

- Ex 4a: Engine failures to touchdown at the airfield
- Ex 4b: Engine failure in the circuit, unable to reach the airfield
- Ex 4c: Engine failure on take off
- Ex 4d: Emergencies
- Ex 4e: Recognising and recovery from unusual attitudes

### **Section 5: Solo Flying**

- Ex 5a: Presolo - check
- Ex 5b: First solo
- Ex 5c: Solo consolidation

### **Section 6: Advanced Flying**

- Ex 6a: Advanced take offs
- Ex 6b: Advanced Landings
- Ex 6c: Slow Flight
- Ex 6d: Fast Flight
- Ex 6e: Zero airspeed descents
- Ex 6f: Advanced Turns
- Ex 6g: Low flying
- Ex 6h: Advanced Rotor Management

**Section 7: Cross country flying**

- Ex 7a: Join the circuit at unfamiliar airfields
- Ex 7b: Precautionary Field landings
- Ex 7c: Emergency field landing
- Ex 7d: Navigation
- Ex 7e: Qualifying Cross country

**Section 8: General flying test**

- Ex 8a: Pre-GFT check
- Ex 8b: General Flying Test

For full details refer to the document PPL(G) Syllabus 2009

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## Appendix B – The AFI(G) Syllabus

### Section A: Fundamentals

- Ex A1 : Understanding the AFI course content
- Ex A2 : The principles of human learning
- Ex A3 : Presentation skills
- Ex A4 : The legal issues surrounding Gyroplane flight instruction

### Section B: Teaching Theory Elements

- Ex B1 : Teaching Local Airfield Procedures
- Ex B2 : Teaching Aviation Law
- Ex B3 : Teaching Meteorology
- Ex B4 : Teaching Human Performance
- Ex B5 : Teaching Navigation
- Ex B6 : Teaching Gyroplane Technical
- Ex B7 : Teaching for the Gyroplane Type Oral Examination

### Section C: Teaching the Flight Exercises

- Ex C : As per PPL(G) Syllabus 2009 exercises

**For full details refer to the document Teaching the PPL(G) Syllabus – Flying Instructors Handbook 2009 Edition. ISBN Number : 978-0-9559018-3-6**

## Appendix C – The FIC(G) Syllabus

The FIC(G) Training course syllabus is as follows :

- (a) The principles of “Train the Trainer”
- (b) The importance of Standardisation
- (c) The “give” and “giveback” principle
- (d) Documentation to be referred to
- (e) How to teach according to AFI(G) Training course

## Appendix D – The FE(G) Syllabus

The following syllabus is a minimum of the topics to be covered. It is formatted as an example of the requirements and as a record for the training provider.

Date		Syllabus of training for the Flight Examiner FE(G)	Signature
	1	Introduction and plan for the course	
	2	Examiner authorisations and requirements (a) Appointments (b) Validity (c) Standardisation (d) Who may test whom	
	3	Basic examining techniques and role of the examiner <ul style="list-style-type: none"> <li>- Flight Examiners Handbook (Aeroplanes)</li> <li>- Standards Document 44</li> <li>- Reference to standard documents 14,19,21</li> </ul>	
	4	Demonstration of knowledge of Core Course Training Package	
	5	Flight test documentation and administration <ul style="list-style-type: none"> <li>- Skill Test Report Form</li> <li>- Medical form</li> <li>- Examiner Insurance</li> <li>- Applicants – personal data protection</li> <li>- Appeals against conduct of flight tests</li> <li>- PPL(G) Application form</li> </ul>	
	6	Theoretical knowledge of machine and performance considerations oral examination	

	7	Passenger safety briefing content	
	8	<p>Skill Test</p> <ul style="list-style-type: none"><li>- Purpose of test</li><li>- Skill test briefing</li><li>- Skill test schedule and format</li><li>- Skill test tolerances</li><li>- Skill test standard</li><li>- Planning for test – route selection</li></ul>	
	9	<p>Arrangement for the conduct of skills test and proficiency checks</p> <ul style="list-style-type: none"><li>- Booking skill tests</li><li>- Approval of Gyroplanes</li><li>- Use of aerodromes and compliance with exemptions to fly from unlicensed airfields</li><li>- Training facilities</li><li>- Test fees - payment</li></ul>	
	10	<p>Examiner briefing format and techniques</p> <ul style="list-style-type: none"><li>- Initial briefing</li><li>- Planning</li><li>- Main briefing – aide memoir</li><li>- Sample briefing by FIE</li><li>- Practice briefing by FE applicant – review</li></ul>	
	11	<p>Conduct of Flight Exercises</p> <ul style="list-style-type: none"><li>- Examiner techniques in the air</li><li>- Handling of simulated emergencies and abnormal procedures</li><li>- Termination of flight test</li></ul>	



		<ul style="list-style-type: none"><li>- Repeat manoeuvres</li><li>- Partial pass</li><li>- Incomplete tests</li></ul>	
	12	<p>Actions after flight</p> <ul style="list-style-type: none"><li>- Debriefing techniques – sample by FIE</li><li>- Flight test results</li><li>- Failure of skill test and proficiency checks</li><li>- Flight re-test requirements</li><li>- Re-training – recommended / mandatory</li><li>- Completion of test report form and licence / log book entries</li><li>- Statistical records</li></ul>	
	13	Examiner Acceptance Flight Test	

## Appendix E – The FIE(G) Syllabus

The following syllabus is a minimum of the topics to be covered. It is formatted as an example of the requirements and as a record for the training provider.

Date		Syllabus of training for the Flight Examiner FE(G)	Signature
	1	Introduction and plan for the course	
	2	Examiner authorisations and requirements (a) Appointments (b) Validity (c) Standardisation (d) Who may test whom	
	3	Basic examining techniques and role of the examiner - Flight Examiners Handbook (Aeroplanes) - Standards Document 44 - Reference to standard documents 10 and 14	
	4	Demonstration of knowledge of Core Course Training Package	
	5	Flight test documentation and administration - Instructor Application form	
	6	Discussion and standardisation of PPL(G) syllabus exercises	
	7	Demonstration of pre-flight briefing techniques by applicant	
	8	Discussion and standardisation of instructional technique	
	9	FI Skill Test	

		<ul style="list-style-type: none"> <li>- Purpose of test</li> <li>- Skill test schedule and format</li> <li>- Skill Test standard</li> <li>- Mandatory Items</li> <li>- Safety Module</li> </ul>	
	10	<p>Arrangements for the conduct of skill tests and proficiency checks</p> <ul style="list-style-type: none"> <li>- Booking skill tests</li> <li>- Gyroplanes</li> <li>- Use of aerodromes</li> <li>- Training facilities</li> <li>- Test fees - payment</li> </ul>	
	11	<p>Examiner briefing format and techniques</p> <ul style="list-style-type: none"> <li>- Initial briefing – by examiner</li> <li>- Long Brief</li> <li>- Associated subjects – ground school</li> <li>- Main / Pre-flight briefing</li> <li>- Examiner role and technique</li> </ul>	
	12	<p>Flight test documentation and administration</p> <ul style="list-style-type: none"> <li>- FI Skill test report and form</li> <li>- Applicants – personal data protection</li> <li>- Appeals against conduct of flight tests</li> </ul>	
	13	<p>Conduct of Flight Exercises</p> <ul style="list-style-type: none"> <li>- Examiner techniques in the air</li> <li>- Assessment</li> <li>- Definition of terms; demonstrate, teach, patter etc</li> </ul>	

		<ul style="list-style-type: none"> <li>- Termination of flight test</li> </ul>	
		<p>Actions after flight</p> <ul style="list-style-type: none"> <li>- Post flight debrief – by applicant</li> <li>- Post flight debrief – by examiner</li> <li>- Flight test results</li> <li>- Failure of skill test and proficiency checks – privileges affected</li> <li>- Flight re-test requirements</li> <li>- Re-Training</li> <li>- Completion of test report form and licence / log book entries</li> <li>- Statistical records</li> </ul>	
	14	<p>Other privileges</p> <ul style="list-style-type: none"> <li>- FE(G) Training course</li> <li>- FE(G) testing and monitoring</li> <li>- FIC training courses</li> <li>- FIC testing and monitoring</li> </ul>	
	15	<p>FIE acceptance/approval flight tests</p> <ul style="list-style-type: none"> <li>- Role of applicant and CAA Staff FIE</li> <li>- Ground associated subjects</li> </ul>	

## Appendix F – Schedule for Gyroplane (Type) Examination

The applicant must demonstrate a Daily Inspection of the gyroplane and demonstrate knowledge of the gyroplane systems and components for that type.

The following is a guide for the questions to ask the applicant to ensure that they understand the performance issues surrounding the actual gyroplane they are flying.

- a) What is the maximum take-off weight for the gyroplane? What is the empty weight and therefore how much is the maximum payload?
- b) What are the weight limitations to ensure that the centre of gravity of the gyroplane is within limits?
- c) What is the expected fuel consumption for the weight that you are going to carry? Therefore how long is the aircraft endurance? What is the required contingency factor?
- d) How do you calculate the weight of fuel for a given quantity?
- e) What is the maximum speed for the gyroplane (VNE)?
- f) What is the minimum speed to maintain level flight for the gyroplane?
- g) What is the safe maneuvering speed for the gyroplane?
- h) What is the expected take off distance for the weight, wind conditions and surface conditions?
- i) What are the factors affecting the take-off and landing distances?

## Appendix G – Schedule for the General Flying Test

The syllabus lists all the items which should be covered during training and which may be examined during the Flight Test. The applicant will be required to demonstrate a satisfactory standard of knowledge and handling in all items included in the Flight Test.

The Flight Test will consist of

- a) Pre-flight Inspection
- b) Passenger safety brief
- c) Starting procedure: running up
- d) Taxying
- e) Take-off and landing into wind
- f) Take-off and landing crosswind within the limitations of the type of gyroplane
- g) Straight and level flying at pre-determined power settings and airspeeds, including at the lowest possible speed to maintain level flight
- h) Climbing and descending turns
- i) Recovery, at a safe altitude from a point where forward speed has been reduced below the minimum speed for the maintenance of level flight
  - a. By application of power and
  - b. Without application of power
- j) Go-around from a baulked approach
- k) Flight into and out of a restricted landing area, the landing to achieve the lowest possible touch-down speed consistent with safety
- l) A power-off approach and landing, to touch down as near as possible to a selected point
- m) Shutdown procedure

## Appendix H – Schedule for the AFI(G) and FI(G) Tests

### Classroom

- Deliver a minimum of 2 flight briefings as taught to a student
- Deliver a component part from one of the following topics
  - Aviation law
  - Human Performance & Limitations
  - Meteorology
  - Navigation
- Deliver a component part from Gyroplane Technical
- General assessment based upon experience of instruction

### Flying

- Fly a minimum of 1 flight exercise as delivered in the briefing above
- General handling skills

## Appendix I – Schedule for the FIC(G) Tests

### Classroom

- Deliver a minimum of 2 flight briefings as taught to an instructor, attention should be paid to how students generally react during these flight exercises.
- Explain how you teach someone to teach a component part of at least one of the following topics
  - Aviation law
  - Human Performance & Limitations
  - Meteorology
  - Navigation
- Explain how you teach someone to teach a component part of Gyroplane Technical
- General assessment based upon experience of instruction

### Flying

- Fly a minimum of 1 flight exercise as delivered in the briefing above
- General handling skills



## Appendix J – Schedule for the FE(G) Tests

### Classroom

- Review changes to aviation law, procedures etc that have taken place since the last review/examination
- Review the skills test briefing
- Review the skills test elements
- Review standardisation

### Flying

- Conduct a simulated skill test.

## Appendix K – Schedule for the FIE(G) Tests

### Classroom

- Review of FIC(G) courses and examinations given and standardisation points raised.
- Review of FE(G) courses and examinations given and standardisation points raised.
- Review of FIE(G) courses and examinations given and standardisation points raised.
- Review of standardisation of theoretical knowledge topics.

### Flying

- None

## Appendix L – PPL(G) Application Form

See form SRG 2101 available from the CAA website

## Appendix M – PPL(G) Instructor Rating Application Form

See form SRG 2102 available from the CAA website

## Appendix N – Gyroplane Type Conversion Syllabus

Ensure that you have read the latest edition of the Flight Manual. Nothing in this list supersedes any documentation supplied by Manufacturer or the CAA. This list is an aid-memoir.

Item	Description	Complete
1	Checklist for Daily Inspection	
2	Ground Adjustable Items	
3	Control Movements	
4	Start-up and Shutdown	
5	Optimum speeds <ul style="list-style-type: none"> <li>• Climbout –</li> <li>• Approach –</li> <li>• Field landing approach –</li> </ul>	
6	Taxying	
7	Pre-rotation and Take Off	
8	Trimming	
9	General Handling	
10	Fast Speed	
11	Slow Speed	
12	Tight Turn	
13	Approach Speed	
14	Engine Failure	
15	Engine Failure on Take Off	
16	Possible Things to Go Wrong	

## Appendix O – Gyroplane Seat Conversion Syllabus

Item	Description	Complete
1	Instrument Limitations	
2	Control Differences	
3	Visual Perception Differences	

## Appendix P – Sample Qualifying Cross Country Forms

### Certificate of Cross-Country Test

Notice to Student Pilots:

In the event of a landing being made at a place other than the aerodrome named below, the authorisation for the flight is automatically terminated. The CFI is then to be immediately notified by telephone number: ..... and the flight must not be continued without specific authorisation.

This is to certify that: .....  
student pilot of: ..... gyroplane , registration G- .....  
was authorised to leave: .....  
at: ..... hrs on \_\_\_\_/\_\_\_\_/\_\_\_\_  
for destination(s): .....  
for the purpose of a cross country navigation exercise with out-landing.

Signed: ..... (CFI)

**Name** (*block capitals*): .....

#### This is to certify that the above named pilot landed at:

Airfield: .....

Date / Time: .....

The nature of the landing was: ..... (satisfactory / unsatisfactory)

The standard of airmanship was: ..... (satisfactory / unsatisfactory)

As far as can be ascertained the pilot was alone and unaccompanied by any other aircraft.

Signed: ..... (CFI or Air Traffic Controller)

**Name** (*block capitals*): .....

#### This is to certify that the above named pilot landed at:

Airfield: .....

Date / Time: .....

The nature of the landing was: ..... (satisfactory / unsatisfactory)

The standard of airmanship was: ..... (satisfactory / unsatisfactory)

As far as can be ascertained the pilot was alone and unaccompanied by any other aircraft.

Signed: ..... (CFI or Air Traffic Controller)

**Name** (*block capitals*): .....