

Becoming a Coach

1 Pilot Coaching Scheme

- 1.1 The Pilot Coaching Scheme has been training LAA members for nearly twenty years now. In recognising that proper training was not available for members with aircraft types which the LAA oversee, the Pilot Coaching Scheme (PCS) was created. The PCS now covers the whole of the UK with a network of approximately 50 coaches, who are dedicated to providing quality instruction to our members at minimal outlay. That is not to say the service is provided free, but coaches receive a moderate allowance for expenses incurred, through an exemption provided by the Civil Aviation Authority.
- 1.2 Courses provided by coaches include type conversion, tailwheel conversion, strip flying, diplomas, differences training, refresher training, and the 'one hour with an instructor' required for class rating revalidation. All coaches, upon appointment, are also nominated as Revalidation Examiners, and may then sign pilot licences becoming a 'one-stop shop' for Class Rating revalidation.

2 Application

- 2.1 Prior to application, consideration should be given to the time you have available to provide coaching, and how far you are prepared to travel to provide assistance to your fellow members. The reward for coaches lies not in remuneration, but in the satisfaction you get from assisting those in need of coaching.
- 2.2 Whilst the following are not minimum requirements, they should be considered as a guide to the experience expected of applicants:
- ✓ Current LAA member
 - ✓ Hold a current CAA or EASA pilot licence and valid EASA Medical Certificate
 - ✓ Hold a current Flight Instructor or Class Rating Instructor rating*
 - ✓ Own or have owned an LAA aircraft
 - ✓ Significant experience on LAA types including experience of tailwheel, CS prop, and turbo chargers.
 - ✓ Approximately 1,000 hours Pilot-In-Command of SEP aircraft
- 2.3 For those who meet all of the other experience requirements, and are without a current Instructor Rating, consideration is given by the LAA to providing an in-house Class Rating Instructor course. Details of cost is provided upon application. It is then the choice of the applicant whether they use the LAA Course or self-fund their own rating.
- 2.4 Maintenance of the CRI or FI rating is the responsibility of the Coach. The LAA Pilot Coaching Scheme does provide annual seminars and revalidation of CRI ratings.
- 2.5 If you have the required experience, and would like to apply to become a coach, in the first instance contact the National Coach to request an application form via the e-mail address coaching@laa.uk.com

Thank you for your interest in becoming a LAA Coach.



Jon Cooke
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Light Aircraft Association