

Class Rating Revalidation

1 Summary of Requirements

- 1.1 The 'one hour with an instructor' required for Class Rating revalidation should be considered an opportunity for the student to learn. Whilst there is significant benefit in revising topics such as Practice Forced Landings, Stalling, and Emergencies, it is important that the student is set suitable aims and objectives to achieve in the flight.
- 1.2 Previously, an AIC was issued by the CAA which was more prescriptive about the content of the flight. Current guidance from the Chief Flight Examiner is detailed in TRAININGCOM as follows:

Trainingcom 01/2005

"This flight may be the only time a pilot flies with an instructor for two years. Not only is it an opportunity to refresh and check those handling and emergency skills that are infrequently practiced, but an opportunity for the instructor to focus on areas for improvement. Two such areas have recently emerged as poorly understood in general: Carburettor Icing and R/T standards."

Trainingcom 01/2006

"JAR-FCL 1.245 lists the requirements to revalidate SEP and TMG class ratings by experience. These include, "a training flight of at least one hour's duration with an FI(A) or CRI(A)." Shortly after the introduction of JAR-FCL, the CAA issued an AIC offering guidance on appropriate content for the one hour dual flight with an instructor. This AIC has since lapsed, in part because a number of instructors were misinterpreting the guidance as mandatory and treating the flight as a "mini skill test". However, recent feedback to the CFE indicates that such guidance may still be useful and a revised AIC is being considered for future publication. Until then, instructors are reminded that the primary aim of this flight is to ensure safety. In addition it is an opportunity for pilots to:

- Brush up on existing skills and knowledge.
- Revise infrequently flown exercises.
- Possibly learn something new.

Obviously, it would make sense to revise exercises such as stalling and PFLs, particularly if the pilot has not done these for some time, but you should discuss the content of the flight and tailor it to suit the pilot's needs.

Following the flight you will be expected to sign the pilot's logbook. Therefore, if you consider the pilot to be unsafe and that additional training is advisable you should de-brief the pilot accordingly and decline to sign the logbook."

2 Recommendation

- 2.1 Therefore the content of the flight should be adapted to meet the student's needs, and ensure that the flight is of some training value. Consideration should be given to all types of general flying exercises and emergencies, instrument flight, and farm strip flying. Encourage your student to improve their flying!



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One Hour with an Instructor

1. Revision Topics

- 1.1 The meeting is an opportunity to revise those changes which may have occurred since the student last visited an instructor. The following list is a summary of changes, whilst not exhaustive, should be considered as an aide memoire for suitable revision.
- A. NOTAMs on-line [Narrow, Point brief]
 - B. Airspace Changes [ATSOCAS]
 - C. Transponders [Listening squawks, TMZs, use of Mode C]
 - D. AFPex [demo if required]
 - E. PLB/ELT abroad
 - F. Weather information [TAF changes, F215 changes]
 - G. PPL rules [English Proficiency, NPPLs]
 - H. Avoidance of Airspace Infringement

2. Pre-Flight Briefing

- 2.1 A pre-flight briefing must be completed which details the aims and objectives of the flight, covering the flight profile and pilot responsibilities.
- 2.2 The instructor must check the pilot and aircraft documents to ensure that the flight is both legal and fulfils JAR-FCL and/or ANO requirements.

3. Flight

- 3.1 For JAR-FCL PPL, the 'one hour with an instructor' must be a single flight of at least one hour duration. Clearly it is acceptable if the student wishes to receive more instruction.
- 3.2 An NPPL must complete one hour with an instructor, but this may be completed in more than one flight.

4. Administrative Process

- 4.1 Sign the student's logbook to indicate that the flight has been completed to a satisfactory standard.
- 4.2 As an R Examiner you may also sign SRG1119. Ensure this is correctly completed and signed by both the examiner and student.
- 4.3 Complete form LAA/BFR, with details of what exercises were flown. Exercise numbers are detailed in Standards Document 10[A].
- 4.4 The advertised fee for the 'one hour with an instructor' is £35 [£25 for the instructor, £10 to LAA]. The LAA £10 **must** be returned to the National Coach with forms SRG1119 and LAA/BFR. This fee contributes towards your liability insurance which is paid for by the LAA. The £25 for the instructor is to cover expenses incurred in attending the venue, and is chargeable at the discretion of the Coach.