

Standards Document 44

Gyroplane Licensing

Version 1 – March 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

1. General Information

1.1 Purpose

This document is a guide for **Licensing & Training Standards (L&TS)** in relation to **Gyroplanes** in the UK.

The “law” regarding Licensing in the UK is summarised in **The Air Navigation Order CAP 393**. That document contains the definitive rules.

This document, **Standards Document 44**, contains a summary of the relevant information from the Air Navigation Order, interpreted for gyroplanes, in order to provide a simplified source of information. Additional information is also contained in this document to provide an additional level of detail, or supplementary rules.

If there is any conflict between the information provided in Standards Document 44 and CAP 393, the information in CAP 393 supersedes the information in Standards Document 44.

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. Single Seat Training exemptions issued prior to 1 July 2012 will remain valid for the purpose of satisfying the PPL(G) training requirement as set out in LASORS 2010.

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 department responsible for the issue of pilot’s Licences, this includes gyroplane pilot’s 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. 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.

The initial point of contact for gyroplane specific information should be the BRA website 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 a gyroplane 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. This may change in the future.

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.

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 solo flight training.

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

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

Dual training

All dual training must be conducted in a machine fitted with dual controls. See the section in this document relating to use of aircraft for training.

Solo training

Solo training must be conducted on the same type of gyroplane that has been used for the dual instruction:

- Before solo flying begins, at least the following exercises shall have been satisfactorily completed on a two seat gyroplane and signed for in the personal log of the student annotated “competent” 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
- All exercises must be completed dual before the exercise can be performed solo e.g. Navigation.
- Due to the variations in build standard between different homebuilt gyroplanes of the same type (e.g. different engines, rotor blades and propellers), the AFI(G) or FI(G) must be competent on the **actual gyroplane** that is to be used for solo flying to enable a full brief on the flying characteristics to be given.
- Student receives differences training as set out in CAP 804, Section 5, Part B, Subpart 3.

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 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 is cross country**, defined as more than 10 nautical miles from the departing airfield.
- Completion of a **minimum of:**
 - **2 x cross country return flights** where a landing is made at an airfield different from the point of departure, and the route taken to the airfield is 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.
- These flights 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 exercise “Wheel Balancing” or “Rotor Management” can only be counted up to a maximum of 2 hours.
 - 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 12 months preceding the application:
 - Aviation Law, Flight Rules and Procedures (required before solo flight)
 - Human Performance and Limitations (required before qualifying cross country flight)
 - Navigation (required before qualifying cross country flight)
 - Meteorology (required before qualifying cross country flight)
 - 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 functioning dual controls fitted.

An applicant shall pass all 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.

An applicant may not take the General Flying Test until:

- 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 GST 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 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 to 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 Validity of Licence

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 medical **declaration** (see below).
- A valid **aircraft rating** for the aircraft that the holder is going to fly (see below).
- A valid **“seat” 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 type.

Valid aircraft rating

A Licence is only valid for the **particular type** of gyroplane that was used for the General Flying Test. 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 aircraft must be flown after a suitable briefing has been given by 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.
- The aircraft must be flown under the supervision of the instructor until they can demonstrate the level of competency as that 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 supervising FI(G) 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).

Valid seat rating

Where an aircraft has flying controls available from more than one seat, the Licence is only valid for the seat that was used for the General Flying Test. In order to fly from a different seat, a seat rating must be added to the personal flying log of the pilot:

- The aircraft must be flown from the alternative seat after a suitable briefing has been given by an AFI(G) or FI(G) who holds an aircraft rating for that type. A recommended scope of the briefing is given in Appendix O.
- The aircraft must be flown from the alternative seat under the supervision of the instructor until they can demonstrate the same level of competency required to pass the General Flying Test given in Appendix G.
- The aircraft rating shall be recorded as “Rating <type> <seat> seat” entered alongside the record of the flight in the personal flying log of the holder, signed by the supervising FI(G) annotated with their approval number.

Certificate of Validity Revalidation

When the Licence is granted by the CAA it will have a validity of 24 months from the date that it was issued. On, or before the expiry of the certificate of validity, the holder must:

- Have flown 12 hours as Pilot in Command within the period of validity. This can be flown with an instructor providing that the instructor considered the pilot to be fit to fly as Pilot in Command.
- Have flown a minimum of 1 hour with an instructor as refresher training and, where the instructor deems the pilot to be competent, annotates the personal flying log of the pilot in the remarks column for the flight with the instructor's licence number.
- Have the personal flying log evidence of the flights examined by an FE(G) or GE(G). If the evidence is satisfactory, then the FE(G) or GE(G) will fill in Form SRG/1119 and arrange it to be sent to the CAA (there is no charge to the CAA for this). The pilot's licence for the pilot will be updated by the FE(G) or the GE(G).
- The licence holder can renew by passing a flight test with an FE(G) which corresponds to the general flying test given in Appendix G.

Certificate of Validity Renewal

Where a certificate of validity has expired by less than 24 months:

- If the holder has flown 12 hours within the 12 months prior to the expiry of the current certificate of validity, of which a minimum of 6 hours must have been flown as pilot in command, and the holder has flown a minimum of 1 hour with an instructor as refresher training and, where the instructor deems the pilot to be competent the instructor has annotated the personal flying log of the pilot in the remarks column for the flight with the instructor's licence number; then the certificate of validity can be renewed by the FE(G) as above.

Where a certificate of validity has expired by 24 months or more:

- The holder shall demonstrate to an FE(G), through the completion of a proficiency check the ability to perform, as PIC on gyroplanes, the relevant procedures and manoeuvres with competency appropriate to the privileges of the PPL(G).
- The FE(G) must be satisfied that the pilot has current knowledge of any changes to Air law, procedures, legislation, minimum syllabus requirements etc and sufficient knowledge of the ground examinations relating to safety.

The FE(G) will then fill out form SRG/1119 and annotate the holds pilot's licence as given above.

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 obtain this Licence are available on the CAA website.

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.

2.10 Use of aircraft for training

Gyroplanes that are to be used for dual training must have:

- A Type Approval
- Where the permit to fly does not allow training an exemption is required before training can take place. See notes 1 & 2.
- a valid permit to fly
- dual controls for manipulating the aircraft whilst it is in the air

Note 1: Exemptions by gyroplane type

Where a gyroplane type is given an exemption to allow training (whether paid or not), the Type Approved Data Sheet (TADS) for the type will detail the exemption. The latest edition of the TADS for each gyroplane type is available on the CAA website.

Note 2: Exemptions by individual gyroplane

Where a gyroplane type does not have an exemption, the owner must apply to the CAA Airworthiness section for an individual exemption.

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.

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).
 - An AFI(G) shall have his/her privileges limited to conducting flight instruction under the supervision of an FI(G) for the same type of gyroplane for the purpose of issue of a PPL(G).
 - The 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 that the instructor:
- has completed differences training; and is competent at flying that type of gyroplane from the instructor's seat.
- Has at least 5 hours of experience as P1 on that type of gyroplane.

3.3 Prerequisites for training

The pre-requisites to commence training 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
- Demonstrated by personal log entries, competency at landing at airfields with:
 - Full ATC service
 - A radio service
 - Non radio

Demonstrate to an FIC(G) an above average flying capability, knowledge of the handling characteristics of the aircraft, and the ability to land the aircraft in the event of an 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, the course shall contain the elements in;

All instructors 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.

Exemptions 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 is no exemption 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. Qualified 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 that the instructor:

- Is entitled to act as PIC on the aircraft during such flight instruction.
- has completed differences training; and is competent at flying that type of gyroplane from the instructors seat.
- Has at least 5 hours of experience as P1 on that type of gyroplane.

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.
- Minimum of 100 hrs of giving dual instruction flying covering the full training syllabus for the issue of the PPL(G).
- 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 of 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.

Exemptions for existing instructor rating holders (non gyroplane)

There is no exemption for holders of existing instructor ratings (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.

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) 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 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.

Exemptions for existing UK FIC rating holders (non gyroplane)

There is no exemption 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 AFI(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 FI(G) authorisation.

6.4 Application for training

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

6.5 Training content

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

6.6 Application for authorisation issue

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

- FI(G) Rating.

Exemptions for existing UK GE authorisation holders (non gyroplane)

Existing UK GE authorisation holders are exempt the FI(G) rating.

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) rating.

7.2 Limitation of privileges in case of vested interests

Examiners shall not conduct:

- (a) skill tests or assessments of competence of applicants for the issue of a licence, rating or certificate
 - (1) to whom they have provided flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; or
 - (2) when they have been responsible for the recommendation for the skill test;
- (b) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.
- (c) An FE who has conducted less than 5 hours flying instruction on an applicant may request permission from the CAA to conduct the skill test.

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 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.

7.5 Training content

Applicants for an examiner authorisation shall undertake a standardisation course provided by 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 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 rating 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 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 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.

Exemptions for existing UK FE authorisation holders (non gyroplane)

There is no exemption 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 Limitation of privileges in case of vested interests

Examiners shall not conduct:

- (a) skill tests or assessments of competence of applicants for the issue of a licence, rating or certificate
 - (1) to whom they have provided flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; or
 - (2) when they have been responsible for the recommendation for the skill test;
- (b) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.
- (c) An FE who has conducted less than 5 hours flying instruction on an applicant may request permission from the CAA to conduct the skill test or assessment of competence.

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 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.

Exemptions for existing UK FIE rating holders (non gyroplane)

There is no exemption 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: Start-up, 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 - Flight Examiners Handbook (Aeroplanes) - Standards Document 44 - Reference to standard documents 14,19,21	
	4	Demonstration of knowledge of Core Course Training Package	
	5	Flight test documentation and administration - Skill Test Report Form - Medical form - Examiner Insurance - Applicants – personal data protection - Appeals against conduct of flight tests - PPL(G) Application form	
	6	Theoretical knowledge of machine and performance considerations oral examination	

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

		<ul style="list-style-type: none"> - Repeat manoeuvres - Partial pass - Incomplete tests 	
	12	<p>Actions after flight</p> <ul style="list-style-type: none"> - Debriefing techniques – sample by FIE - Flight test results - Failure of skill test and proficiency checks - Flight re-test requirements - Re-training – recommended / mandatory - Completion of test report form and licence / log book entries - Statistical records 	
	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"> - Purpose of test - Skill test schedule and format - Skill Test standard - Mandatory Items - Safety Module 	
	10	<p>Arrangements for the conduct of skill tests and proficiency checks</p> <ul style="list-style-type: none"> - Booking skill tests - Gyroplanes - Use of aerodromes - Training facilities - Test fees - payment 	
	11	<p>Examiner briefing format and techniques</p> <ul style="list-style-type: none"> - Initial briefing – by examiner - Long Brief - Associated subjects – ground school - Main / Pre-flight briefing - Examiner role and technique 	
	12	<p>Flight test documentation and administration</p> <ul style="list-style-type: none"> - FI Skill test report and form - Applicants – personal data protection - Appeals against conduct of flight tests 	
	13	<p>Conduct of Flight Exercises</p> <ul style="list-style-type: none"> - Examiner techniques in the air - Assessment - Definition of terms; demonstrate, teach, patter etc 	

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

Appendix F – Schedule for Gyroplane (Type) Examination

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"> • Climbout – • Approach – • Field landing approach – 	
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*):