



# **CIVIL AVIATION ADVISORY PUBLICATION**

## **CAAP 26**

### **INSTRUCTORS**

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#### ***INFORMATION AND POLICY REGARDING INSTRUCTOR RATING (AEROPLANE)***

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#### **1. Purpose**

The purpose of this CAAP is to provide additional requirements to the existing CAR OPS 1 concerning instructor's rating and authorisation on aeroplane. These requirements are therefore complementary to the CAR Part IV, CAR OPS 1, which takes effect on 1<sup>st</sup> January 2005.

It addresses requirements related to categories, privileges, pre-requisite requirements, validation, revalidation, training and courses applicable to holders of instructor's rating. If these requirements are found relevant, suitable regulations will be promulgated in the CAR FCL when introduced.

#### **2. Status**

This is the first edition of CAAP 26 and is dated 01 February, 2006. It will remain current until withdrawn or superseded.

#### **3. Applicability**

This guidance and policy material applies to all UAE operators, training organisations and holders of instructor's rating.

#### **4. Instructor Ratings (Aeroplane) Instruction-General**

- (a) A person shall not carry out the flight instruction required for the issue of any pilot licence or rating unless that person has:
  - (1) A pilot licence containing an instructor rating; or
  - (2) A specific authorisation granted by the GCAA in cases where:
    - (i) New aero planes are introduced; or
    - (ii) Vintage aero planes or aero planes of special manufacture are registered, for which no person has an instructor rating; or

- (iii) Training is conducted by other ICAO member States by instructors not holding the GCAA license.
- (b) A person shall not carry out synthetic flight instruction unless holding a FI (A), TRI (A), IRI (A), CRI (A) rating or a MCCI (A), SFI (A) authorisation. Paragraph (a) (2) above is also valid for the synthetic flight instruction.

## **5. Instructor Ratings and Authorisation – Purposes**

### 5.1 Six instructor categories are recognised.

- (a) Flight instructor rating – aeroplane (FI (A)).
- (b) Type rating instructor rating – aeroplane (TRI (A)).
- (c) Class rating instructor rating – aeroplane (CRI (A)).
- (d) Instrument rating instructor rating – aeroplane (IRI (A)).
- (e) Synthetic flight instructor authorisation – aeroplane (SFI (A)).
- (f) Multi crew co-operation instructor authorisation aeroplanes (MCCI (A)).

### 5.2 Instructor ratings – General

- (a) Pre-requisites. All instructors shall hold at least the licence, rating and qualification for which instruction is being given (unless specified otherwise) and shall be entitled to act as pilot-in-command of the aircraft during such training.
- (b) Multiple roles. Provided that they meet the qualification and experience requirements set out in this Subpart for each role undertaken, instructors are not confined to a single role as flight instructors (FI), type rating instructors (TRI), class rating instructors (CRI) or instrument rating instructors (IRI).
- (c) Credit towards further authorisations or ratings. Applicants for further instructor authorisations or ratings may be credited with the teaching and learning skills already demonstrated for the instructor authorisation or rating held.

### 5.3 Instructor ratings and authorizations – Period of validity

- (a) All instructor ratings and authorisations are valid for a period of 3 years.
- (b) The validity period for a specific authorisation shall not exceed 3 years.
- (c) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of an instructor rating shall not exercise the privileges of that rating until the proficiency check has successfully been completed.

## **6. Flight Instructor Rating FI (A)**

### 6.1 Minimum age

An applicant for a flight instructor rating shall be at least 18 years of age.

### 6.2 FI (A) – Restricted privileges

- (a) Restricted period. Until the holder of a FI (A) rating has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 student solo flights, the privileges of the rating are restricted. The restrictions will be removed from the rating when the above requirements have been met and on the recommendation of the supervising FI (A).
- (b) Restrictions. The privileges are restricted to carrying out under the supervision of a FI (A) approved for this purpose:
  - (1) Flight instruction for the issue of the PPL (A) – or those parts of integrated courses at PPL (A) level – and class and type ratings for single-engine aeroplanes, excluding approval of first solo flights by day or by night and first solo navigation flights by day or by night; and
  - (2) Night flying provided a night qualification is held, the ability to instruct at night has been demonstrated to an FI (A) authorised to conduct FI (A) training in accordance with sub-paragraph (f) below and the night currency requirement of the GCAA is satisfied.

### 6.3 FI (A) – Privileges and requirements

The privileges of the holder of a FI (A) rating are to conduct flight instruction for:

- (a) The issue of the PPL (A) and class and type ratings for single-engine aeroplanes, provided that for type ratings the FI (A) has completed not less than 15 hours on the relevant type in the preceding 12 months;
- (b) The issue of a CPL (A), provided that the FI (A) has completed at least 500 hours of flight time as a pilot of aeroplanes including at least 200 hours of flight instruction;
- (c) Night flying, provided a night qualification is held, the ability to instruct at night has been demonstrated to an FI (A) authorised to conduct FI (A) training in accordance with paragraph (f) below and the night currency requirement of the GCAA is satisfied;
- (d) The issue of an IR (A) single engine aeroplanes;
- (e) The issue of an IR (A) multi-engine aeroplane provided that the instructor meets the requirements of 8.2 (a); provided that the instructor has:
  - (i) At least 200 hours flight time in accordance with instrument flight rules, of which up to 50 hours may be instrument ground time in a flight simulator or FNPT II; and
  - (ii) Completed as a student an approved course comprising at least 5 hours of flight instruction in an aeroplane, flight simulator or FNPT II (see Appendix 1 to paragraph 9.2) and has passed the appropriate skill test as set out in Appendix 1 to paragraph 6.3 and 6.6;
- (f) The issue of a single-pilot multi-engine type or class rating provided that the instructor meets the requirements of paragraph 8.2(a);
- (g) The issue of a FI (A) rating provided that the instructor:

- (h) Has completed at least 500 hours of instruction in aeroplanes; and
- (i) Has demonstrated to a FI (A) examiner the ability to instruct a FI (A) during a skill test conducted in accordance with Appendix 1 to paragraph 6.3 and 6.6; and
- (j) Is authorised by the GCAA for this purpose.

#### 6.4 FI (A) – Pre-requisite requirements

Before being permitted to begin an approved course of training for a FI (A) rating an applicant shall have:

- (a) Completed at least 200 hours of flight time of which at least 100 hours shall be as pilot-in-command if holding an ATPL(A) or CPL(A) or 150 hours as pilot-in-command if holding a PPL(A);
- (b) Met the knowledge requirements for a CPL (A).
- (c) Completed at least 30 hours on single-engine piston powered aeroplanes of which at least five hours shall have been completed during the six months preceding the pre-entry flight test set out at (f) below;
- (d) Received at least 10 hours instrument flight instruction of which not more than five hours may be instrument ground time in a FNPT or a flight simulator;
- (e) Completed at least 20 hours of cross-country flight as pilot-in-command, including a flight totalling not less than 540 km (300 nm) in the course of which full stop landings at two different aerodromes shall be made; and
- (f) Passed a specific pre-entry flight test with an FI qualified as in paragraph 6.3(f) based upon the proficiency check within the six months preceding the start of the course. The flight test will assess the ability of the applicant to undertake the course.

#### 6.5 FI (A) – Course

- (a) An applicant for the FI (A) rating shall have completed an approved course of theoretical instruction and flight training at an approved FTO (see Appendix 1 to paragraph 6.5).
- (b) The course is intended to train the applicant to give instruction on single-engine aeroplanes up to PPL (A) standard. The flight instruction shall comprise at least 30 hours of flight training, of which 25 hours shall be dual flight instruction. The remaining five hours may be mutual flying (that is, two applicants flying together to practice flight demonstrations) of the 25 hours, five hours may be conducted in a flight simulator or FNPT approved for the purpose by the GCAA. The skill test is additional to the course training time.

#### 6.6 FI (A) – Skill

An applicant for a FI (A) rating shall demonstrate to an examiner notified by the GCAA for this purpose the ability to instruct a student pilot to the level required for the issue of a PPL (A), including pre-flight, post-flight and theoretical knowledge instruction, in accordance with the requirements of Appendices 1 and 2 to paragraphs 6.3 and 6.6.

## 6.7 FI (A) – Rating issue

An applicant for a FI (A) rating who has complied with the conditions specified in paragraphs 5.2, 5.3 and 6.4 through 6.6 shall have fulfilled the requirements for the issue of a FI (A) rating, subject to the initial restrictions set out in paragraph 6.2.

## 6.8 FI (A) – Revalidation and renewal

- (a) For revalidation of a FI (A) rating the holder shall fulfil two of the following three requirements:
  - (1) Completed at least 100 hours of flight instruction on aeroplanes as FI, CRI, IRI or as examiner during the period of validity of the rating, including at least 30 hours of flight instruction within the 12 months preceding the expiry date of the FI rating, 10 hours of these 30 hours shall be instruction for an IR if the privileges to instruct for IR are to be revalidated;
  - (2) Attended a FI refresher seminar as approved by the GCAA within the validity period of the FI rating;
  - (3) Passed, as a proficiency check, the skill test set out in Appendices 1 and 2 to paragraph 6.3 and 6.6 within the 12 months preceding the expiry date of the FI rating.
- (b) For at least each alternate revalidation of a FI (A) rating the holder shall pass a proficiency check, the skill test set out in Appendices 1 and 2 to paragraph 6.3 and 6.6 as one of the two requirements to be fulfilled to comply with paragraph 6.8(a).
- (c) If the rating has lapsed, the applicant shall meet the requirements as set out in (a) (2) and (a) (3) above within the last 12 months before renewal.

## 7. Type Rating Instructor Rating (Multi Pilot Aeroplane) (Tri (MPA))

### 7.1 Privileges

- (a) The privileges of the holder of a TRI (MPA) rating are to instruct licence holders for the issue of a MPA type rating, and the instruction required for multi-crew co-operation.
- (b) If the TRI (A) training is carried out in a flight simulator only, the TRI (A) rating will be restricted to exclude emergency/abnormal procedure training in an aircraft. To remove this restriction the holder of a TRI (A) rating shall perform the training approved by the GCAA.

### 7.2 TRI (MPA) – Requirements

An applicant for the initial issue of a TRI (MPA) rating shall have:

- (a) Successfully completed an approved TRI course at an approved FTO or TRTO (see Appendix 1 to paragraph 7.2.)
- (b) For TRI (MPA) involved in Air Transport, Private or Air Carrier operating aeroplanes below 60000 kilograms MTOW - completed at least 1500 hours flight time as a pilot of multi-pilot aeroplanes or

- (c) For TRI (MPA) involved in Air Carrier operating aeroplanes at or above 60000 kilograms MTOW – the TRI (MPA) has completed not less than 1500 hours flight time as a pilot in command of multi-pilot aeroplanes of which at least 1000 hours shall be as pilot-in-command on the applicable aeroplane. (Note- the 1000 hours pilot in command on the applicable aeroplane type may be reduced to 300 hours pilot in command for a particular Airbus or Boeing type, provided the total pilot in command on all Airbus and Boeing types exceeds 1000hour.)
- (d) Completed within the 12 months preceding the application at least 30 route sectors, to include take-offs and landings as pilot-in-command or co-pilot on the applicable aeroplane type, or a similar type as agreed by the GCAA, of which not more than 15 sectors may be completed in a flight simulator; and
- (e) Conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI on the applicable type of aeroplane and/or flight simulator under the supervision and to the satisfaction of a TRI notified by the GCAA for this purpose.
- (f) Before the privileges are extended to further MPA types, the holder shall have:
  - (1) Completed, within the 12 months preceding the application, at least 15 route sectors, to include take-offs and landings as pilot-in-command or co-pilot on the applicable aeroplane type, or a similar type as agreed by the GCAA, of which not more than 7 sectors may be completed in a flight simulator;
  - (2) Satisfactorily completed the relevant technical training content of an approved TRI course at an approved FTO or TRTO; and
  - (3) Conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(MPA) on the applicable type of aeroplane and/or flight simulator under the supervision and to the satisfaction of a TRI(A) notified by the GCAA for this purpose.

### 7.3 TRI (MPA) – Revalidation and renewal

- (a) For revalidation of a TRI (MPA) rating, the applicant shall within the last 12 months, preceding the expiry date of the rating:
  - (1) Conduct one of the following parts of a complete type rating/refreshers/recurrent training course:
    - (i) One simulator session of at least 3 hours; or
    - (iii) One air exercise of at least 1 hour comprising a minimum of 2 take offs and landings; or
  - (2) Receive TRI (A) refresher training acceptable to the GCAA.
- (b) If the rating has lapsed the applicant shall have:
  - (1) Completed within the 12 months preceding the application at least 30 route sectors, to include take-offs and landings as pilot-in-command or co-pilot on the applicable

aeroplane type, or a similar type as agreed by the GCAA, of which not more than 15 sectors may be completed in a flight simulator;

- (2) Successfully completed the relevant parts of an approved TRI (MPA) course, agreed by the GCAA (see Appendix 1 to paragraph 7.2), taking into account the recent experience of the applicant; and
- (3) Conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI (MPA) on the applicable type of aeroplane and/or flight simulator under the supervision and to the satisfaction of a TRI (A) notified by the GCAA for this purpose.

## **8. Class Rating Instructor Rating (Single-Pilot Aeroplane) CRI (SPA)**

### **8.1 Privileges**

The privileges of the holder of a CRI (SPA) rating are to instruct licence holders for the issue of a type or class rating for single-pilot aeroplanes. The holder may instruct on single-engine or multi-engine aeroplanes, subject to being appropriately qualified (see paragraph 5.2(a)).

### **8.2 CRI (SPA) – Requirements**

- (a) Multi-engine aeroplanes. An applicant for the issue of a CRI (SPA) rating for multi-engine aeroplanes shall have:
  - (1) Completed at least 500 hours flight time as a pilot of aeroplanes;
  - (2) Completed at least 30 hours as PIC on the applicable type or class of aeroplane of which at least 10 hours shall be in the last 12 months;
  - (3) Completed an approved course at an approved FTO or TRTO including at least five hours flight instruction on the aeroplane or a flight simulator given by an instructor approved for this purpose (see Appendix 1 to paragraph 8.2); and
  - (4) Passed a skill test in accordance with Appendix 1 and Sections 1, 2, 3, 5 and 7 of Appendix 2 to paragraph 6.3 and 6.6.
- (b) Single-engine aeroplanes. An applicant for the issue of a CRI (SPA) rating for single-engine aeroplanes shall have:
  - (1) Completed at least 300 hours flight time as a pilot of aeroplanes;
  - (2) Completed at least 30 hours as PIC on the applicable type or class of aeroplane of which at least 10 hours shall be in the last 12 months;
  - (3) Completed an approved course at an approved FTO or TRTO of at least three hours flight instruction on the aeroplane or a flight simulator given by an instructor approved for this purpose (see Appendix 2 to paragraph 8.2); and

- (4) Passed a skill test in accordance with Appendix 1 and Sections 1, 2, 3, 4 and 7 of Appendix 2 to paragraph 6.3 and 6.6.
- (c) Before the privileges of the rating are extended to another type or class of aeroplane, the holder shall within the past 12 months have completed at least 10 hours flight time on aeroplanes of the applicable class or type or similar type as agreed by the GCAA. For an extension of a CRI (A) from SE to ME aeroplanes the requirements of (a) above shall be met.

### 8.3 CRI (SPA) – Revalidation and renewal

- (a) For revalidation of a CRI (SPA) rating the applicant shall within the 12 months preceding the expiry date of the rating:
  - (1) Conduct at least 10 hours flight instruction; or
  - (2) Conduct refresher training to the satisfaction of the GCAA; or
  - (3) Receive refresher training as a CRI (A).
- (b) If the rating has lapsed, the applicant shall have within the 12 months preceding the application:
  - (1) Received refresher training as a CRI (A) to the satisfaction of the GCAA; and
  - (2) Passed as a proficiency check the relevant part (i.e. ME or SE) of the skill test set out in Appendix 1 and 2 to paragraph 6.3 and 6.6.

## **9. Instrument Rating Instructor Rating (Aeroplane) IRI (A)**

### 9.1 Privileges

The privileges of the holder of an IRI (A) rating are limited to conduct flight instruction for:

- (a) The issue of an IR (A) single-engine aeroplane;
- (b) The issue of an IR (A) multi-engine aeroplane provided that the instructor meets the requirements of paragraph 8.2(a).

### 9.2 IRI (A) – Requirements

An applicant for an IRI (A) rating shall have:

- (a) Completed at least 800 hours flight time under IFR, of which at least 400 hours shall be in aeroplanes;
- (b) Successfully completed at an approved FTO an approved course (see Appendix 1 to paragraph 9.2) comprising theoretical knowledge instruction and at least ten hours of flight instruction on an aeroplane, flight simulator or FNPT II; and
- (c) Passed a skill test as set out in Appendices 1 and 2 to paragraph 6.3 and 6.6.

### 9.3 IRI (A) – Revalidation and renewal

- (a) For revalidation of an IRI (A) rating the holder shall meet the requirements set out in paragraph 6.8(a).
- (b) If the rating has lapsed, the holder shall meet the requirements of paragraph 6.8(b), and any other requirements determined by the GCAA.

## **10. Synthetic Flight Instructor Authorizations (Aero-Plane) SFI (A)**

### 10.1 Privileges

The privileges of the holder of a SFI (A) authorisation are to carry out synthetic flight instruction for type ratings, and the instruction required for multi-crew co-operation.

### 10.2 SFI (A) – Requirements

- (a) An applicant for a SFI (A) authorisation shall:
  - (1) Hold or have held a professional pilot licence or a foreign professional licence acceptable to the GCAA;
  - (2) Have completed the simulator content of the applicable type rating course at an approved FTO or TRTO;
  - (3) Have at least 1500 hours flying experience as pilot on multi-pilot aeroplanes;
  - (4) Have completed an approved TRI (A) course (see Appendix 1 to paragraph 7.2);
  - (5) Have conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(A) on the applicable type of aeroplane under the supervision and to the satisfaction of a TRI(A) notified by the GCAA for this purpose;
  - (6) Have completed within a period of 12 months, preceding the application, a proficiency check on a flight simulator of the applicable type; and
  - (7) Have completed within a period of 12 months, preceding the application, at least three route sectors as an observer on the flight deck of the applicable type or similar type as agreed by the GCAA.
- (b) If the privileges are to be extended to further types of multi-pilot aeroplanes the holder shall have:
  - (1) Satisfactorily completed the simulator content of the relevant type rating course; and
  - (2) Conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI(A) on the applicable type of aeroplane under the supervision and to the satisfaction of a TRI(A) notified by the Authority for this purpose.

### 10.3 SFI (A) – Revalidation and renewal

- (a) For revalidation of a SFI (A) authorisation the applicant shall within the last 12 months of the validity period of the authorization:
  - (1) Conduct one simulator session of at least 3 hours as part of a complete type rating/refresher/recurrent training course and
  - (2) Have completed a proficiency check on a flight simulator of the appropriate type.
- (b) If the authorisation has lapsed the applicant shall have:
  - (1) Completed the simulator content of the applicable type rating course;
  - (2) Successfully completed an approved TRI (A) course as agreed by the GCAA (see Appendix 1 to paragraph 7.2)
  - (3) Conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of a TRI (A) on the applicable type of aeroplane under the supervision and to the satisfaction of a TRI (A) notified by the GCAA for this purpose.
  - (4) Have completed a proficiency check on a flight simulator of the appropriate type.

## **11. Multi-Crew Cooperation Course Instructor Authorisation (Aero-Plane) MCCI (A)**

### 11.1 Privileges

The privileges of the holder of a MCCI (A) are to carry out instruction for the practical part of MCC-courses when not combined with type rating training.

### 11.2 MCCI (A)-Requirements

- (a) An applicant for a MCCI (A) authorisation shall:
  - (1) Hold or have held a professional pilot licence or a foreign licence acceptable to the GCAA.
  - (2) Have at least 1500 hours flying experience as pilot on multi-pilot aeroplanes
  - (3) Have completed on a FNPT II or a flight simulator an approved MCCI course
  - (4) Have conducted on a complete MCC course at least 3 hours of flight instruction /MCC- instruction on the relevant FNPT II or flight simulator under the supervision and to the satisfaction of a TRI A), SFI (A) or MCCI (A) notified by the GCAA for this purpose.
- (b) If the privileges are to be extended to another type of FNPT II or flight simulator the holder shall complete (a) (4) above on that type of FNPT II or FS.

11.3 MCCI (A) - Revalidation and renewal.

- (a) For revalidation of a MCCI (A) authorisation the applicant shall within the last 12 months of the validity period of authorisation have completed the requirement in paragraph 11.2 (a) (4)
- (b) If the authorisation has lapsed the applicant shall:
  - (1) Meet any requirement of refresher training at the discretion of the Authority; and
  - (2) Have completed the requirement in paragraph 11.2(a) (4).

## **Appendix 1 to paragraph 4**

### **Requirements for a specific authorization for instructors not holding a GCAA licence to instruct in a TRTO outside UAE or in a FTO partial training outside UAE.**

- 1 (a) Instructors seeking to instruct for a GCAA licence including class and instrument ratings shall:
  - (i) hold at least a CPL and ratings issued in accordance with ICAO Annex I required by the respective State for the instruction to be given on aircraft registered in that State;
  - (ii) have completed at least 500 hours of flight time as a pilot of aeroplanes of which at least 200 hours shall be as a flight instructor relevant to the intended training to be given and meet the experience requirements of paragraph 6.3(a), (b), (c), (d) and/or (e);
  - (iii) have completed in accordance with the GCAA, the approved relevant course(s) of theoretical instruction and flight training. The course may be modified, as approved by the GCAA, taking into account the previous training and the experience of the applicant, but shall comprise at least 30 hours of ground instruction and 15 hours of dual flight instruction performed by a flight instructor holding a GCAA licence and rating in accordance with paragraph 6.3(f);
  - (iv) have passed the skill test set out in paragraph 6.6;
  - (v) validity period of the authorisation is at the discretion of the GCAA but not exceeding 3 years;
  - (vi) revalidation or renewal of any authorisation issued in accordance with para (i) - (iv) above shall be in accordance with paragraph 6.8.
- (b) The authorisation will be restricted as follows:
  - (i) no instruction for the issue of any instructor ratings;
  - (ii) instruction to students only who have sufficient knowledge of the language in which the instruction is given;
  - (iii) to those parts of the ATP integrated course where the instructor can demonstrate the experience relevant to the intended training according to paragraph 1(a)(ii);
  - (iv) no instruction for MCC training.
2. (a) Instructors seeking to instruct for a GCAA type rating shall:
  - (i) hold at least the licence and ratings issued in accordance with ICAO Annex I required by the respective State for the instruction to be given on aircraft

registered in that State;

- (ii) comply with the experience requirements of paragraph 7.2(a)(2) and (3) in order to act as TRI (A) or with paragraph 10.2(a)(3) and (7) in order to act as SFI (A).
  - (iii) have completed as a type rating instructor (TRI (A) or equivalent) at least 100 hours of flight or simulator instruction time;
  - (iv) validity period of the authorisation is at the discretion of the GCAA but not exceeding 3 years;
  - (v) have complied with the revalidation requirements of paragraph 7.3 acting as TRI (A) or paragraph 10.3 acting as SFI (A).
- (b) The authorisation will be restricted as follows:
- (i) no instruction for the issue of any instructor ratings;
  - (ii) instruction to students only who have sufficient knowledge of the language in which the instruction is given
  - (iii) no instruction for MCC training.

## **Appendix 1 to paragraphs 6.3 and 6.6**

### **Arrangements for the flight instructor rating FI (A) skill test, proficiency check and oral theoretical knowledge examination**

1. The skill test for a FI (A) rating is set out in Appendix 2 to paragraph 6.3 and 6.6. The test comprises oral theoretical examinations on the ground, pre-flight and post flight briefings and in-flight FI (A) demonstrations during skill tests in an aeroplane.
2. An applicant for the skill test shall have received instruction on the same type or class of aeroplane used for the test. The aeroplane used for the test shall meet the requirements of the GCAA.
3. Before taking the skill test an applicant shall have completed the required training. The FTO shall produce the applicant's training records when required by the examiner.
4. Section 1, the oral theoretical knowledge examination part of the skill test, is sub-divided into two parts:
  - (a) the applicant is required to give a lecture under test conditions to other 'student(s)', one of whom will be the examiner. The test lecture is to be selected from items a-h of Section 1. The amount of time for preparation of the test lecture shall be agreed beforehand with the examiner. Appropriate literature may be used by the applicant. The test lecture should not exceed 45 minutes.
  - (b) the applicant is tested orally by an examiner for knowledge of items a-i of Section 1 and the 'teaching and learning' content given in the FI (A) courses.
5. Section 2, 3 and 7 are for a FI (A) rating for single engine (SE) single pilot aeroplanes (SPA). These sections comprise exercises to demonstrate the ability to be a FI (A) (i.e. instructor demonstration exercises) chosen by the examiner from the flight syllabus of the FI (A) training courses. The applicant will be required to demonstrate FI (A) abilities, including briefing, flight instruction and de-briefing.
6. Section 4 is intentionally blank and may be used for the inclusion of other FI (A) demonstration exercises, as decided by the examiner and acknowledged by the applicant before the skill test.
7. Section 5 comprises additional instructor demonstration exercises for a FI (A) rating for multi-engine (ME) SPA. This section, if required, shall use a ME SPA, simulator or FNPT II. If a simulator or FNPT is used, this shall simulate a ME aeroplane. This section shall be completed in addition to Section 2, 3 and 4 (if applicable) and 7.
8. Section 6 is intentionally blank. This part will include additional FI (A) rating demonstration exercises, as decided by the examiner and agreed with the applicant before the skill test, for a FI (A) rating for instrument ratings (IR). These exercises will be related to the training requirements for the initial issue of an IR.
9. During the skill test the applicant shall occupy the seat normally occupied by the FI (A). The examiner or another FI (A) shall function as the 'student'. The applicant shall be required to explain the relevant exercises and to demonstrate their conduct to the 'student', where appropriate.

Thereafter, the 'student' shall execute the same manoeuvre including typical mistakes of inexperienced students. The applicant is expected to correct mistakes orally and/or, if necessary, by intervening.

10. Section 1 and 2 through 7 (as relevant) shall be completed within a period of six months but all Sections should, wherever possible, be completed on the same day. Failure in any exercise within Sections 2, 3 and 4 (if applicable) and 5/6 (if relevant) requires a re-test covering all exercises. Section 1, if failed, may be retaken separately.

11. The examiner may terminate the test at any stage if it is considered that the applicant's demonstration of flying or instructional skills require a re-test.

12. The examiner shall be the pilot-in-command, except in circumstances agreed by the examiner when another FI A) is designated as pilot-in-command for the flight.

13. The skill test contents and sections set out in Appendix 2 to paragraph 6.3 and 6.6 shall be used for the skill test. The format and application form for the skill test may be determined by the GCAA.

**Appendix 2 to paragraphs 6.3 and 6.6.**

**Contents of the flight instructor rating FI (A) skill test, oral theoretical knowledge examination and proficiency check**

| <b>SECTION 1<br/>THEORETICAL KNOWLEDGE ORAL</b> |                                   |
|---|-----------------------------------|
| a   | Air law                           |
| b   | Aircraft General Knowledge        |
| c   | Flight Performance and Planning   |
| d   | Human Performance and Limitations |
| e   | Meteorology                       |
| f   | Navigation                        |
| g   | Operational Procedures            |
| h   | Principles of Flight              |
| i   | Training Administration           |

**SECTIONS 2 AND 3 SELECTED MAIN EXERCISE:**

| <b>SECTION 2<br/>PRE-FLIGHT BRIEFING</b> |                         |
|--|-------------------------|
| a  | Visual Presentation     |
| b  | Technical Accuracy      |
| c  | Clarity of Explanation  |
| d  | Clarity of Speech       |
| e  | Instructional Technique |
| f  | Use of Models and Aids  |
| g  | Student Participation   |

| <b>SECTION 3<br/>FLIGHT</b> |                                     |
|-----------------------------|-------------------------------------|
| a                           | Arrangement of Demo                 |
| b                           | Synchronisation of Speech with Demo |
| c                           | Correction of Faults                |
| d                           | Aeroplane Handling                  |
| e                           | Instructional Technique             |
| f                           | General Airmanship/Safety           |
| g                           | Positioning, use of Airspace        |

| <b>SECTION 4<br/>OTHER EXERCISES</b> |  |
|--------------------------------------|--|
| a                                    |  |
| b                                    |  |
| c                                    |  |
| d                                    |  |
| e                                    |  |
| f                                    |  |

**Appendix 2 to paragraph 6.3 and 6.6 (continued)**

| <b>SECTION 5<br/>MULTI-ENGINE EXERCISES</b> |   |
|---|---|
| a   | <sup>1</sup> Actions following an Engine failure shortly after take-off |
| b   | <sup>1</sup> A single-engine approach and go around                     |
| c   | <sup>1</sup> A single-engine approach and landing                       |
| d   |   |
| e   |   |
| f   |   |
| g   |   |

These exercises shall be demonstrated at the skill test for the single-pilot multi-engine class rating instructor rating.

| <b>SECTION 6<br/>INSTRUMENT EXERCISES</b> |  |
|---|--|
| a   |  |
| b   |  |
| c   |  |
| d   |  |
| e   |  |
| f   |  |

| <b>SECTION 7<br/>POSTFLIGHT DE-BRIEFING</b> |                         |
|---|-------------------------|
| a   | Visual Presentation     |
| b   | Technical Accuracy      |
| c   | Clarity of Explanation  |
| d   | Clarity of Speech       |
| e   | Instructional Technique |
| f   | Use of Models and Aids  |
| g   | Student Participation   |

## **Appendix 1 to paragraph 6.5**

### **Flight instructor rating (Aeroplane) FI (A) course**

#### **COURSE OBJECTIVE**

1. The aim of the FI (A) course is to train aeroplane licence holders to the level of proficiency necessary for the issue of a FI (A) rating and, for that purpose, to;
  - a. refreshes and brings up to date the technical knowledge of the student instructor;
  - b. trains the student instructor to teach the ground subjects and air exercises;
  - c. ensure that the student instructor's flying is of a sufficiently high standard; and
  - d. Teaches the student instructor the principles of basic instruction and to apply them at the PPL level.
2. With the exception of the section on Teaching and Learning, all the subject detail contained in the Ground and Flight Training Syllabus is complementary to the PPL (A) course syllabus and should already be known by the applicant.
3. The FI (A) course should give particular stress to the role of the individual in relation to the importance of human factors in the man-machine and theoretical knowledge environment interaction. Special attention should be paid to the applicant's maturity and judgement including an understanding of adults, their behavioural attitudes and variable levels of education.
4. During the course, the applicants shall be made aware of their own attitudes to the importance of flight safety. Improving safety awareness shall be a fundamental objective throughout the course. It will be of major importance for the course of training to aim at giving applicants the knowledge, skills and attitudes relevant to a flight instructor's task.
5. On successful completion of the course and final test the applicant may be issued with a FI (A) rating.

#### **TEACHING AND LEARNING**

6. An approved FI (A) theoretical knowledge course shall comprise not less than 125 hours including progress tests. Pilots holding or having held a FI (H) rating are credited with 75 hours towards the 125 hours of the Teaching and Learning Part 1 of the FI (A) course.

#### **FLYING TRAINING**

7. An approved FI (A) course shall comprise not less than 30 hours of flight instruction.

#### **SKILL TEST**

8. On completion of the course, the applicant shall take the skill test in accordance with Appendices 1 and 2 to paragraph 6.3 and 6.6.

## **Appendix 1 to paragraph 7.2**

### **Course for the type rating instructor rating for multi-pilot (Aero-plane) (TRI) (MPA) COURSE OBJECTIVE**

1. The aim of the TRI (A) course is to train aeroplane licence holders with more than 1 500 hours as pilots of multi-pilot aeroplanes to the level of proficiency necessary for the issue of a TRI (A) rating. The course shall be designed to give adequate training to the applicant in theoretical knowledge instruction; flight instruction and synthetic flight instruction in order to instruct for any multi-pilot aeroplane type rating for which the applicant is qualified (see paragraph 7.2)

### **TEACHING AND LEARNING**

2. An approved TRI (A) Teaching and Learning course shall comprise not less than 25 hours. Pilots holding or having held one of the following ratings are credited for the TRI (A) Teaching and Learning part of the TRI course:

FI (A), CRI (A), IRI (A)

FI (H), TRI (H), IRI (H), SFI (H)

### **FLIGHT TRAINING**

3. The flight training syllabus is to be approved by the GCAA.

## **Appendix 1 to paragraph 8.2**

### **Course for the single-pilot multi-engine class rating instructor rating (Aeroplane) CRI (SPA)**

1. The aim of this course is to train aeroplane licence holders with at least 500 hours as pilot of aeroplanes to the level of proficiency necessary for the issue of a CRI (A) rating for single-pilot multi-engine aeroplanes. The course shall be designed to give adequate training to the applicant in theoretical knowledge instruction; flight instruction and synthetic flight instruction in order to instruct for any single-pilot multi-engine aeroplane class or type rating for which the applicant is qualified (see paragraph 8.2).

#### **TEACHING AND LEARNING**

2. An approved CRI (A) Teaching and Learning course shall comprise not less than 25 hours. Pilots holding or having held one of the following ratings are credited for the CRI (A) Teaching and Learning part of the CRI course:

FI (A), IRI (A), TRI (A), SFI (A)

FI (H), TRI (H), IRI (H), SFI (H)

#### **FLYING TRAINING**

3. An applicant for the issue of a CRI (SPA) rating for multi-engine aeroplanes shall complete not less than 5 hours of flying training given by an instructor, approved for this purpose. The flight training shall be aimed at ensuring that the applicant is able to teach the air exercises safely and efficiently to students undergoing a course of training for the issue of a single-pilot multi-engine class/type rating.

#### **SKILL TEST**

4. On completion of the course, the applicant shall take the skill test in accordance with Appendix 1 and Sections 1, 2, 3, 5 and 7 of Appendix 2 to paragraph 6.3 and 6.6.

## **Appendix 2 to paragraph 8.2**

### **Course for the single-pilot single engine class rating instructor rating (Aeroplane) (CRI (SPA))**

1. The aim of this course is to train aeroplane licence holders with more than 300 hours as pilot of aeroplane to the level of proficiency necessary for the issue of a CRI (A) rating for single engine aeroplanes. The course shall be designed to give adequate training to the applicant in theoretical knowledge instruction; flight instruction and synthetic flight instruction in order to instruct for any single pilot single engine aeroplane class or type rating for which the applicant is qualified (see paragraph 8.2)

#### **TEACHING AND LEARNING**

2. An approved CRI (A) Teaching and Learning course shall comprise not less than 25 hours. Pilots holding or having held one of the following ratings credited for the CRI (A) Teaching and Learning part of the CRI course:

FI (A), IRI (A), TRI (A), SFI (A)

FI (H), TRI (H), IRI (H), SFI (H)

#### **FLYING TRAINING**

3. An applicant for the issue of a CRI (SPA) rating for single engine aeroplanes shall complete not less than 3 hours of flying training given by an instructor, approved for this purpose. The flight training shall be aimed at ensuring that the applicant is able to teach the air exercises safely and efficiently to students undergoing a course of training for the issue of a single pilot single engine class or type rating.

#### **SKILL TEST**

4. On completion of the course, the applicant shall take the skill test in accordance with Appendix 1 and Sections 1, 2, 3, 4 and 7 of Appendix 2 to paragraph 6.3 and 6.6.

## **Appendix 1 to paragraph 9.2**

### **Course for the instrument rating instructor rating (Aeroplane) (IRI (A))**

1. The aim of this course is to train aeroplane licence holders to the level of proficiency necessary for the issue of an IRI (A) rating. The course shall be designed to give the applicant adequate training in ground and flying instructional techniques based upon established teaching methods.

#### **TEACHING AND LEARNING**

2. An approved IRI (A) Teaching and Learning course shall comprise not less than 25 hours. Pilots holding or having held one of the following ratings are credited for the IRI (A) Teaching and Learning part of the IRI course:

FI (A), CRI (A), TRI (A), SFI (A)

FI (H), TRI (H), SFI (H)

Pilots holding an IRI (H) who meet the requirements set out in paragraph 9.2(a) are credited of the course except for the “Long Briefing 2”, “Air Exercise 2” and Skill Test.

#### **FLIGHT TRAINING**

3. An approved IRI (A) course shall comprise not less than 10 hours or 5 hours in the case of a FI (A) of flight training on an aeroplane, flight simulator or FPNT II.

#### **SKILL TEST**

4. On completion of the course, the applicant shall take the skill test in accordance with Appendices 1 and 2 to paragraph 6.3 and 6.6.