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NEWLY APPOINTED FLYING INSTRUCTORS AT REGISTERED FACILITIES

1 The UK Air Accidents Investigations Branch, in AAIB Bulletin 8/2000, published the findings of its investigation into a fatal accident that occurred on 18 December 1999 at Bournemouth International Airport. The aeroplane involved was a PA28-140 in which three people were killed.

1.1 The findings included one Safety Recommendation (recommendation 2000-24) concerning newly appointed instructors at Registered Facilities.

1.2 The CAA accepted this recommendation:

'The CAA should recommend to Registered Facilities (RF) that newly appointed instructors undertake a flight with the Chief Flying Instructor, or other nominated person, to confirm the instructor's instructional and flying ability. If the RF operates a class or type of aeroplane not covered by the experience of the newly appointed instructor, specific differences should be identified to the instructor and the differences training recorded in his/her logbook'.

2 By means of this Circular the CAA formally recommends that all Registered Facilities, including those offering training in helicopters, adopt the practice described as a standard operating procedure.

2.1 Appropriate information about the practice should be included in material produced by a Facility (eg a Flying Order Book) for the benefit of staff and students alike.

3 Flight Instructors at Registered Facilities are reminded that the European Joint Aviation Requirements - Flight Crew Licensing (JAR-FCL), require formal differences or familiarisation training to be completed to change to another type or variant of an aeroplane within an aeroplane class rating or helicopter within a helicopter type rating included in their licences. JAR-FCL 1.215(b) and JAR-FCL 2.220(c) refer. JAR-FCL aeroplane class ratings are set out in AMC FCL 1.215 and JAR-FCL helicopter type ratings in Appendix 1 to JAR-FCL 2.220.

3.1 Although facilities are registered specifically for the purpose of training students for Private Pilot Licences and associated privileges issued in accordance with the provisions of JAR-FCL, the CAA also recommends and encourages those establishments training students for UK Private Pilot Licences and associated privileges for microlight aeroplanes, self-launching motor gliders, gyroplanes, balloons and airships to adopt the same practice in so far as it is applicable to their activities.

Reference: AAIB Bulletin 8/2000 (ISSN 0309-4278), case reference EW/C99/12/03.

(AAIB Bulletins and Reports are available on the Internet - <http://www.open.gov.uk/aaib/aaibhome.htm>)

This Circular is issued for information, guidance and necessary action.