

Flight Operations ATO & FCL



Standards Document 10H, Version 03

Guidance for Authorised Flight Instructor Examiners (Helicopters) and Instructors undergoing Assessment of Competence

Please note that this document is for guidance purposes only. The latest version of this document can be viewed the CAA website – www.caa.co.uk/standardsdocuments

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Foreword

Standards Document 10H provides guidance for applicants taking an instructor Assessment of Competence (AoC) and for the examiner conducting the AoC, for the issue, revalidation and renewal of a helicopter:

- Flight Instructor (FI) Certificate.
- The Type Rating Instructor (TRI) Certificate.
- The Instrument Rating Instructor (IRI) Certificate.

The Civil Aviation Authority (CAA) is the competent authority of the UK for the issue of pilot licences, certificates and certificates in accordance with the Aircrew Regulation (Regulation (EU) 1178/2011 as amended by Regulation (EU) 290/2012) and for the oversight of their condition and use. In fulfilling this role, the CAA is required to provide oversight documentation, including standards documents, guidance material and acceptable means of compliance that may be used by relevant personnel and organisations to allow them to perform their tasks, discharge their responsibilities and establish compliance with the Basic Regulation.

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Throughout this document the following editorial practices and definitions shall apply:

- "Shall" and "Must" are used to indicate a mandatory requirement.
- "Expect" and "Should" are used to indicate strong obligation.
- "May" is used to indicate discretion.
- "Examiner" is used to indicate a person who holds a valid examiner authorisation certificate issued by the competent authority of an EASA member state and, where the certificate was not issued by the UK CAA, has received a briefing from the UK CAA in accordance with FCL.1015 to conduct the appropriate assessment/proficiency check.
- "Applicant" is used to indicate a person who is seeking the issue, revalidation or renewal of a pilot licence, certificate or certificate.
- "He/She" The pronoun 'he' is used throughout for ease of reading.

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The CAA Scheme of Charges and application and report forms are also available from the website www.caa.co.uk.

If, after reading this document, there are any queries or comments, please contact Flight Operations, CAA.

Civil Aviation Authority
ATO & FCL
Flight Operations
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Tel no: 01293 573700

CAA Helicopter Flight Examiner Contact Details:

Capt Fred Cross: 07760 347055 / fred.cross@caa.co.uk
Capt Richard Craske: 07795 060845 / richard.craske@caa.co.uk

Glossary of Terms

AMC	Acceptable Means of Compliance
AoC	Assessment of Competence
ATPL	Airline Transport Pilot Licence
CPL	Commercial Pilot Licence
CRM	Crew Resource Management
FCS	Flight Crew Standards
EASA	European Aviation Safety Agency
FE	Flight Examiner
FEH	Flight Examiners Handbook
FE CPL	Flight Examiner Commercial Pilot Licence
FE (LAPL)	Flight Examiner Light Aircraft Pilot Licence
FE (PPL)	Flight Examiner Private Pilot Licence
FIE	Flight Instructor Examiner
GM	Guidance Material
IFR	Instrument Flight Rules
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
IRE	Instrument Rating Examiner
IRRE	Instrument Rating Revalidation Examiner
IRI	Instrument Rating Instructor
L&TS	Licensing & Training Standards
ME	Multi Engine
MEH	Multi Engine Helicopter
OPC	Operator Proficiency Check
Part-FCL	Part Flight Crew Licensing (otherwise known as the aircrew regulation)
Proficiency Check	Demonstration of skill for the revalidation or renewal of a licence or certificate, including such oral examinations as may be required.
Renewal	The administrative action taken after a certificate or certificate has lapsed for the purposes of renewing the privileges of the certificate or certificate for a further specified period.
Revalidation	The administrative action taken within the period of validity of a certificate or certificate which allows the holder to continue to exercise the privileges of a certificate or certificate for a further specified period.
RT	Radiotelephony
SE	Single Engine
SEP	Single Engine Piston
SET	Single Engine Turbine
Skill Test	Demonstration of skill for a licence or certificate issue, including such oral examination as may be required.
SPH	Single Pilot Helicopter
TEM	Threat and Error Management
TRE	Type Rating Examiner
TRI	Type Rating Instructor
VFR	Visual Flight Rules

Part 1 General Requirements

1.1 *Flight Test Preparation*

- 1.2 The instructor AoC shall be taken within 6 months of the completion of training and all sections of the test must be completed within 6 months of the first attempt.
- 1.3 An applicant for a helicopter instructor AoC shall have successfully completed all the CPL (H) or ATPL (H) Theoretical Knowledge examinations or be credited with them and have completed all the flight and ground training stated in EASA FCL Section J.
- 1.4 EASA FCL Section J states the administrative arrangements for confirming the applicant's suitability to take the AoC. Disclosure of the applicant's training record to the examiner prior to the test is required. The applicant's suitability to take the AoC shall be confirmed by completion of the course completion certificate and a written recommendation for the AoC by the ATO.
- 1.5 Applicants who have previously attempted the instructor AoC must produce to the examiner any previous paperwork (SRG 1177/2129) that indicates the reasons for failure and any re-training requirement.
- 1.6 Applicants should be in possession of a medical certificate at the time of the test which should be shown to the examiner. If the certificate is out of date the examiner may still conduct the test, but the applicant should be aware that, regardless of the outcome, he will not be permitted to use his licence or rating and the Instructor Certificate will not be issued until the certificate is revalidated.

1.1.1 *Administration*

- 1.1.2 An instructor AoC shall be conducted by a CAA Staff FE, a CAA TI or an FIE/IRI(E). For a TRI AoC a TRE with 3 years experience as appropriate and authorised by the CAA can conduct the AoC. The examiner will conduct each assessment to meet the required schedule and achieve a meaningful, fair and valid assessment. He will give the applicant clear and unhurried instructions and will ensure that the applicant has understood what he has been asked to do. Examiners are responsible for observing the conditions of their authorisation. Further guidance on examiner roles and responsibilities are contained at Part FCL Subpart K CAA Standards Document 21(H), the UK Flight Examiner's Handbook or the EASA Flight Examiner Manual.
- 1.1.3 Examiners shall not conduct an initial AoC on applicants to whom they have provided more than 25% of the required flight instruction for the certificate, or when they have been responsible for the recommendation for the AoC, or whenever they feel that their objectivity may be affected. (Note: examples of a situation where the examiner should consider if his/her objectivity is affected are when the applicant is a relative or a friend of the examiner, or when they are linked by economical interests or political affiliations, etc).
- 1.1.4 If an applicant is unsuccessful in 3 consecutive AoC attempts with any one examiner, then that examiner shall not conduct the fourth attempt without the express permission of the Staff FE (H).
- 1.1.5 Examiners should use the opportunity of the AoC to emphasise points of standardisation notified through examiner and instructor seminars. Additionally and where appropriate, reference should be made to flight safety information and publications such as Safety Sense Leaflets, GASIL, Standards Documents, Safety Directives, Safety Notices and Information Notices.
- 1.1.6 The flight assessment will be conducted in a SE or ME helicopter certificated for SPH operation, as appropriate to the assessment application.
- 1.1.7 When conducting an assessment on a candidate to convert a 'Third Country' ICAO Instructor

Certificate to a EASA Instructor Certificate, a full initial instructor certificate assessment shall be conducted. Special attention will be paid to the standardization of any unfamiliar flight exercises, the theoretical knowledge assessment of EASA Instructor privileges, and the ANO. Regardless of previous instructional experience

- 1.1.8 An instructor AoC can be very demanding and the examiner should make every effort to put the candidate at ease. It should be explained that even the most competent pilots can make mistakes, however this does not necessarily mean that a failure should result. (See Managing Stress Guidance at Appendix 6).
- 1.1.9 The examiner may stop the assessment at any stage if he considers that the applicant's demonstration of skill and/or knowledge requires a complete reassessment.

1.2 Aerodrome

- 1.2.1 Under the provisions of ANO 2016 (as amended), instruction in flying and carrying out flight assessments can take place at an unlicensed aerodrome if using helicopters/gyroplanes with a maximum total weight authorised not exceeding 3175 kg. However, it is a condition of Article 209 that both the operator of such an aerodrome and the commander of the aircraft are satisfied on reasonable grounds that the aerodrome has adequate facilities for the safe conduct of such flights. CAP 793, Safe Operating Practices at Unlicensed Aerodromes, contains guidance on what constitute adequate facilities. Examiners must satisfy themselves that aerodromes are suitable for the conduct of flight assessment and should not undertake a flight assessment where it is apparent that the guidance in CAP 793 and the requirements of Part-ORA, ORA.ATO.140 has not been met.

1.3 Helicopters

- 1.3.1 The examiner must be satisfied that the helicopter is appropriately certified, insured, suitably equipped and has been correctly maintained and is airworthy. All equipment required for that particular assessment or check must be serviceable and the aircraft must be capable and suitable for demonstrating all aspects of the relevant training syllabus, including OEI operations for MEH and simulated engine off landings for SEH.
- 1.3.2 If required, a means of screening from external reference must be provided to simulate flight by sole reference to instruments. Head worn visors or goggles may be used for this purpose for FI assessments however helicopters to be used for the IRI assessment should be approved in accordance with Standards Document 7(A/H).
- 1.3.3 If a foreign registered aircraft is requested to be used then guidance from the CAA at www.caa.co.uk/foreigncarrierpermits or tel 02074536436.
- 1.3.4 Spare.
- 1.3.4 For multi engine training and assessment the helicopter must be capable of having one engine retarded to simulate an inoperative engine (or a simulated training mode). The aircraft performance must be able to maintain a positive climb gradient from take-off safety speed (VTOSS) at normal training weights.

Part 2 Conduct of Instructor Assessment of Competence

2.1. *Instructor Competencies and Assessment Profile*

2.1.1 This part is common to all instructor assessments and the format shall be followed for all candidates. It is appreciated that when conducting an instructor revalidation on an experienced and competent Instructor that the examiner may decide to abridge, condense or adapt the assessment format. However the assessment flight should not be less than 60 minutes.

2.1.2 In accordance with Part FCL 920 all instructors shall be trained and assessed in the following competences (see Appendix 5 for assessment criteria):

- (i) Prepare resources,
- (ii) Create a climate conducive to learning,
- (iii) Present knowledge,
- (iv) Integrate Threat and Error Management (TEM) and CRM,
- (v) Manage time to achieve training objectives,
- (vi) Facilitate learning,
- (vii) Assess trainee performance,
- (viii) Monitor and review progress,
- (ix) Evaluate training sessions,
- (x) Report outcome.

2.1.3 The instructor AoC is divided into seven main sections as follows:

- Section 1 Lecture and Theoretical Knowledge Oral
- Section 2 Pre-Flight Briefing
- Section 3 Flight
- Section 4 Mandatory Exercises
- Section 5 Multi Engine (where applicable)
- Section 6 Instrument Exercises (where applicable)
- Section 7 Post Flight Debriefing

(Note: The examiner will precede the AoC with an examiners AoC briefing and conclude with a debrief, then complete any required administrative action).

2.1.4 An Instructor AoC is intended to be conducted in its entirety on one day. However, in extenuating circumstances and if agreed between the applicant and the examiner it may be conducted over 2 days, but the assessment must be completed within 6 months of commencement.

2.1.5 If the assessment is completed in two parts, both parts shall be conducted by the same examiner. The overall result of the attempt shall not be assessed or recorded until all sections have been completed. Each part of the attempt shall be recorded on separate assessment record forms and clearly marked with the attempt/series number. All forms are to be kept for 5 years and presented to an Inspector of the Authority on request.

2.1.6 The typical sequence in which the assessment sections will normally be conducted with their approximate durations for an **initial issue** assessment are:

- | | |
|---|----------------------------|
| Assessment Admin and Examiners Brief: | 30 minutes |
| Pre-Flight Exercise Briefing (Section 2): | 30-45 minutes |
| Flight (Section 3/4/5/6 as req.): | 60-90 minutes |
| Post Flight Debrief (Section 7): | 30 minutes |
| Lunch | |
| Applicants Test Lecture: | 30-45 mins |
| Theoretical Knowledge (Section 1): | 1.5- 2 hours (FI/IRI only) |
| Examiners Debrief and Admin: | 30 minutes |

(Note: This sequence is subject to the normal rigors of weather, aircraft, classroom availability and para 2.1.1).

2.1.7 The examiner shall inspect the following equipment and documentation which shall be presented by the applicant before the assessment:

- (i) Personal flying logbook,
- (ii) An EASA medical certificate,
- (iii) A UK/JAA/EASA licence (or ICAO current and valid licence with Instructor Certificate/Rating for a conversion of a 'Third Country' Instructor Certificate),
- (iv) A form of identity including a photograph; e.g. a valid passport or ID card,
- (v) A valid Certificate of Course Completion and a written Recommendation for Test from an ATO,
- (vi) Evidence of successful completion of all theoretical knowledge examinations,
- (vii) Appropriate helicopter technical and insurance documents,
- (viii) Two headsets, examiners may carry their own headset but a spare unit should be available for the flight,
- (ix) Two copies of the authorised helicopter check list,
- (x) Instrument flying screens, visors or goggles (as applicable),
- (xi) Current publications for the routing and airfields (as applicable),
- (xii) Planning material including a blank flight log, map and navigation equipment (as applicable),
- (xiii) A stopwatch or timepiece,
- (xiv) Any relevant CAA correspondence such as a letter of assessment or retraining requirements.

2.1.8 Arrangements for any FI initial issue AoC be made through Flight Test Bookings at CAA SSC. Renewal and revalidation AoCs are to be made directly between the applicant and examiner and should include items such as:

- (i) Date, time and place of AoC.
- (ii) Provision of a suitably equipped helicopter with appropriate insurance cover.
- (iii) Subject and arrangements for the test lecture (which should be advised with no more than 5 days notice before the AoC).
- (iv) Administrative arrangements including training records, application and assessment forms.
- (v) Flight assessment fees and expenses including arrangements in case of cancellation.

2.2 Examiner Assessment and Administration Brief

2.2.1 At the pre-arranged time the examiner will meet the applicant for the assessment briefing which is at Appendix 4. At the briefing the examiner will ensure that the applicant has completed the necessary training and experience requirements for the assessment. The examiner will then give a comprehensive briefing covering all aspects of the assessment. During the briefing the applicant should ask questions at any time if he is unclear about any aspect. The examiner will present the applicant with a summary or plan which will include the following:

(i) ***The Purpose of the Flight.***

The purpose of the flight is for the applicant to demonstrate his ability to give instruction on the ground and in the air to a student to the level of competence as required by EASA FCL Subpart J. Throughout the AoC the following practical elements will be assessed in addition to those items listed at para 2.1.2:

- Ability as an Instructor to impart knowledge and skill.
- Flying ability/accuracy/demonstrations/airmanship/efficient use of time and airspace.
- Knowledge of teaching exercises and their sequencing.
- Student involvement.
- Accuracy and synchronisation of 'patter.'
- Technical knowledge and standardisation of exercises.
- Analysis and correction of faults.

(ii) **Responsibilities**

The examiner will explain that all the duties and decisions necessary for the safe and practical conduct of the flight, in accordance with current legislation, will be the responsibility of the applicant. The applicant should liaise with ATC but if ATC instructions conflict with the briefing these will take priority; the examiner will only intervene if he decides to do so for reasons of safety or clarification. The applicant is asked to assume that the examiner is a student pilot and therefore the applicant is to expect only limited assistance from the examiner.

(iii) **Checklists**

The examiner is to explain that throughout the flight the applicant will be expected to use the approved helicopter checklist. The applicant is to be asked to assume that the assessment is the first flight of the day and will be expected to carry out a pre-flight inspection explaining to the 'student' what he is doing and why. Airborne checks may be completed from memory, or from alternative notes, but must be in accordance with the checklist and each check item spoken aloud.

(iv) **Weather Minima**

Applicants shall comply with the minimum weather conditions specified in their Training Organisation's Flying Order Book or Operations Manual, or other more stringent limitations if applicable (e.g. Aircraft/State Minima). However, when extreme conditions of high wind speed, severe turbulence, icing or thunderstorms exist, the examiner may determine that this would make the flight difficult to assess and may override the applicant's willingness to proceed.

(v) **Planning Check**

The examiner will assess the applicant's planning prior to the flight during Section 3 of the assessment. He will expect to be briefed by the applicant as to the environmental/weather/aircraft suitability prior to the flight exercise and make his decision whether to proceed with the flight. In arriving at his decision, the applicant must take into account the requirements of all of the sections of the assessment. The examiner may question the applicant on any aspect of the planning, for example: choice of operating areas, altitudes, fuel planning, NOTAMS, Mass & Balance and Performance calculations etc.

(vi) **The Profile**

The examiner will detail the assessment sequence. He will nominate the main flight exercise to be briefed and flown, along with any secondary and mandatory flight exercises to be assessed in the flight. He will explain that for the assessment the examiner will play the part of a student pilot of average ability, who has completed all the elements of the course prior to the lesson being taught for the skill assessment, including any pre lesson study as prescribed by the applicant. During the briefing, the examiner will regularly check if the applicant has any questions and finally he will ask the applicant if he is quite clear what is required of him during the assessment.

(vii) **Definitions of Terms to be used**

The examiner will explain and ascertain the candidates understanding of the following definitions to be used in the assessment:

- If asked to '**demonstrate**' a manoeuvre the applicant should fly the exercise as a demonstration of flying skill.
- If asked to '**patter**' an exercise the applicant should talk through as he flies the manoeuvre or exercise, bringing out any relevant teaching points but without breaking the exercise down into a lesson or giving student practice.
- If asked to '**teach**' an exercise or manoeuvre the applicant is to break down the exercise into its' relevant parts and devise a lesson, giving the student time to practice and noting or correcting any faults that he might have.

(viii) **Helicopter Control**

The helicopter must be operated in accordance with the Aircraft Flight Manual or Pilots Operating Handbook as appropriate, and the operating procedures should follow those given in the ATO's Flying Order Book or Operations Manual.

(ix) **Emergencies and Abnormal Conditions**

The examiner will discuss the actions necessary should any actual emergency or abnormal condition occur during the flight. In general, the handling pilot is to remain at the controls and handle any emergency but the examiner, as the PIC, may elect to take control at any stage.

(x) **Simulated Emergencies**

The examiner will brief on how he will initiate simulated emergencies including how any throttle/power control levers are to be manipulated.

(xi) **Oral Questioning**

The examiner may ask practical questions relating to the flight on subjects such as VFR procedures, helicopter performance and technical aspects, emergency handling and the helicopter documents.

(xii) **Examiner Notes**

Throughout the assessment it will be necessary for the examiner to make full notes to complete the examiner's report form and so that an effective and thorough debriefing may be achieved. Examiners should do this as unobtrusively as possible, explaining that this is normal practice and that it should not give rise to concerns.

2.3 Flight Exercise Briefing

2.3.1 The examiner will designate the nominated the main flight exercise, to be briefed and taught during the briefing at para 2.2.

2.3.2 Normally the flight exercise will be selected from the appropriate training syllabus and it should be assumed that the student has completed all exercises that preceded the exercise to be taught. Examiners will ensure that exercises are selected from the full range of the syllabus and not continually use any particular exercise for every assessment.

2.3.3 The applicant will be expected to give a pre-flight briefing lasting 30-40 minutes depending upon the sequence. The normal medium for this brief is the whiteboard. Applicants may use computer generated, flipchart or OHP briefing material but should be prepared to provide their own presentation equipment.

2.3.4 The pre-flight briefing should explain the sequence of the flight including any refreshing of previous exercises and TEM/airmanship points applicable at this stage of training.

2.3.5 The applicant is expected to display the ability to 'build' a flight exercise in stages using a logical sequence of teaching and learning of the air exercise to ensure student understanding. Applicants may use any pre-prepared notes or material but must demonstrate a sound knowledge of the exercises rather than read directly from notes. Applicants should be able to demonstrate the ability to evaluate a 'student's' progress and understanding and, if necessary, adjust teaching methods. Consideration should be given that an exercise may be taught in different way and an individual style to achieve the required understanding.

2.3.6 The examiner may wish to take notes during the briefing and any flipchart or whiteboard presentations should be retained for reference on the examiner's report form and used during the de-briefing.

2.3.7. In addition to the competences assessed at para 2.1.2 examiners must assess the following items in this section:

- Visual Presentation and Content.
- Technical Accuracy.
- Clarity of Explanation.
- Clarity of Speech.
- Instructional Technique.
- Use of Models and Aids.
- Student Participation.

2.4. The Flight Assessment Section

2.4.1 Pre Flight brief

Prior to the flight the applicant will be given time to collect the latest planning information. He will then be expected to give his 'student' a short pre-flight briefing (10-15 minutes) on the **practical application of conducting the designated flight exercise, given the individual aircraft and environmental conditions of the day.** This pre-flight briefing should contain at least the following items (the MATED brief is only included as a suggested aide memoir):

Met	How the given met conditions are going to effect the delivery of the flight exercise i.e. cloud base, visibility/horizon, wind velocity, temp/dew point, precipitation etc.
Aircraft	AUM (performance), CoG (t/o & landing calculation) fuel load (flight time), tech log details (limitations/hours available), ac documentation.
ATC	Airfield details, NOTAMS, Royal Flights, RT services, Nav aids, Airspace.
Exercise	How the exercise is to be sequenced to be most efficient. Given the experience level of the student -who is going to be starting the aircraft, who flies to the exercise area, any revision of previous lesson, etc.
Duties	Division of crew responsibilities for radio/lookout/monitoring etc.

2.4.2 Pre Flight Inspection

The examiner will assess the applicant's technical knowledge by asking him to carry out a demonstration of practical pre-flight inspection of the helicopter, assuming it is the first flight of the day and with conducted with reference to the approved checklist. Where visual checks are made these should be described. Pre-flight checks of the radio and navigation equipment should include all the equipment that the applicant proposes to use during the flight.

2.4.3 Main Flight Exercise

The first part of the flight will concentrate on the ability of the applicant to teach the flight exercise as briefed in the classroom. Once established in a suitable training area the applicant should complete the training sequence as previously briefed. The examiner will act according to the instructions given and although he must not set deliberate traps, he should act as a normal student and make mistakes particularly if the teaching or the instruction is not clear. It is also important that the examiner is consistent in the responses, so that once any element is mastered by the 'student', mistakes within that element should no longer occur. The main training exercise should be completed in full. The applicant should not be allowed to cut short any of the sequence just because the examiner is acting as the student.

2.4.4 Secondary Flight Exercises

After completion of the main teaching exercise, the examiner will then direct the flight to cover the other pre briefed flight exercises. These manoeuvres may be required as teaching exercises in which case the examiner will act as the student, or as a demonstration of the applicant's helicopter handling ability. If set as a demonstration, the Instructor may still be expected to talk through or 'patter' the exercise as it is flown, but the examiner will not be expected to repeat as the student. Nevertheless, the examiner should take careful note of the 'patter' and accuracy of the manoeuvres including safety and airmanship.

2.4.5 Mandatory Exercises (where applicable)

If the flight assessment requires mandatory manoeuvres such as engine off landings for SEH then these exercises should be completed. It may be necessary to accomplish this on a separate flight. (Note for an FI assessment, a full engine off landing to the ground shall be demonstrated. The following will be assessed throughout the flight by the examiner:

- Arrangement of demonstration.
- Synchronising of speech/demonstration.
- Correction of Faults.
- Helicopter handling and flying accuracy.
- Instructional technique.
- General airmanship/safety/positioning and use of airspace.

2.4.6 **Accuracy**

It is anticipated that for the applicant to be able to produce convincing demonstrations, the handling skills and flying accuracy should be of an above average standard. Therefore, as a minimum, the CPL Skill Test tolerances for height, speed and heading as detailed in EASA FCL shall apply.

2.4.7 **Use of Notes**

Whilst it is expected that the applicant should have a sound understanding of the content of the flight exercise, occasional and judicious reference to notes throughout the AoC is permissible. However, it should be noted that this should not be to the detriment of the smooth flow or safety of the exercise.

2.4.8 **Debrief**

After the flight the applicant must carry out a debrief of the 'student,' using where appropriate CRM facilitation techniques. The examiner will not rush the applicant through this section. The applicant's debrief of the student will often answer some of the questions that the examiner may have intended to ask and confirm the applicant's ability to detect student faults. The debrief of the student should be based on logged notes and the applicant should have kept a note of all activities. After the applicant's debrief of the flight, the examiner may wish to discuss various or particular methods of helicopter operation in order to clarify the applicant's actions. Reference may be made to the helicopter flight manual and the Training Organisation's Operations Manual or Flying Order Book. Where possible the applicant should be asked to complete a student training record for the flight in order that the examiner can assess this element.

2.5 **Lecture**

- 2.5.1 The applicant is required to give a lecture under test condition to other 'students', one of whom will be the examiner. The test lecture is to be selected from the items of Section 1. The amount of time for the preparation of the test lecture is agreed upon beforehand with the examiner (normally not more than 5 days). Appropriate literature may be used by the applicant. The test lecture should not exceed 45 minutes.

2.6 **Associated Ground Subjects Oral Examination (FI and IRI only)**

- 2.6.1 In the Theoretical Knowledge section the examiner will assess the applicant's ability to teach the student a selection of subjects from the following headings:

- (a) Air Law.
- (b) Aircraft General Knowledge.
- (c) Flight Performance and Planning.
- (d) Human performance.
- (e) Meteorology.
- (f) Navigation.
- (g) Operational Procedures.
- (h) Principles of Flight.
- (i) Training Administration.

(Note: If the subject is previous assessed as acceptable in the test lecture it need not be repeated during this Section)

- 2.6.2 Examiners should use the opportunity to emphasise standardisation material that has been notified through examiner and Instructor Seminars or meetings. In particular, topics relating to Flight Safety training must always be included.
- 2.6.3 The ground oral examination should include questions concerning instruction and operation of the helicopter at night as well as the technique for basic instrument flying (where the FI holds the appropriate certificates). Advanced instrument flying techniques and radio aid navigation, including precision/non-precision instrument approaches, must be included if the instructor is an IRI or has the 'no applied IF' restriction removed from his FI certificate.
- 2.6.4 It is expected that the applicant should have a thorough knowledge of those aviation subjects associated with instruction of the relevant syllabus and the ability to present those subjects in