

Standards Document 44

Gyroplane Licensing

Published by the Civil Aviation Authority, 2018

Civil Aviation Authority,
Aviation House,
Gatwick Airport South,
West Sussex,
RH6 0YR.

You can copy and use this text but please ensure you always use the most up to date version and use it in context so as not to be misleading, and credit the CAA.

Version 5 published April 2018

Enquiries regarding the content of this publication should be addressed to: ga@caa.co.uk

The latest version of this document is available in electronic format at www.caa.co.uk, where you may also register for e-mail notification of amendments.

Foreword

Gyroplane flying in the UK is regulated by the Civil Aviation Authority.

This document sets out the requirements for the licenses, ratings and certificates required for pilots, instructors and examiners and gives information on the privileges as stated in the Air Navigation Order (as amended).

Nothing in this document is intended to conflict with UK statute law where applicable. Whilst every effort is made to ensure that all information is correct at the time of publication, the CAA reserves the right to amend this document as required to accommodate changes to the primary authority documents, to correct errors and omissions or to reflect changes in national policy and best practice.

Table of Contents

1. General Information	9
1.1. Purpose	9
1.2. Applicability	9
1.3. Regulation of Licensing	9
1.4. Contact details	9
1.5. The Panel of Examiners	10
1.6. The scope of this document	10
2. Private Pilots Licence PPL(G)	12
2.1. Privileges and limitations of the Licence as stated in Schedule 8 of the ANO (as amended)	12
2.2. Prerequisites for training	12
2.3. Application for Training	13
2.4. Training content for the issue of a PPL(G)	13
2.5. Application for Licence issue	14
2.6. Licence Validity	19
2.7. Flight_Radio Telephony Operator's Licence	22
2.8. Use of aerodrome for training	22
2.9. Carriage of Passengers	23
2.10. Gyroplane Differences Training	23
2.11. Allowable Credit for Time Spent on Wheel Balancing Exercises	25
3. Night Rating	26
3.1. Privileges	26
3.2. Course pre-entry requirements	26
3.3. Training Course	26
3.4. Completion standard	26
3.5. Credits for the holders of licenses in other categories	27
4. Commercial Pilots Licence CPL(G)	28
4.1. Introduction	28

4.2.	CPL(G)-Minimum age	28
4.3.	CPL(G)-Medical	28
4.4.	CPL(G)-Privileges and conditions	28
4.5.	CPL(G)- Flying course pre-entry requirements	29
4.6.	CPL(G)- Training course	29
4.7.	CPL(G)- Skill Test	29
4.8.	Training Course	29
4.9.	CPL(G)-Theoretical Knowledge Examinations	30
4.10.	Flying Training	30
4.11.	Credits for the holders of licenses in other categories	31
5.	Flight Instructor Certificate FI(G) with restricted privileges	32
5.1.	Privileges of the rating	32
5.2.	Restrictions of the rating	32
5.3.	Prerequisites for training	32
5.4.	Application for training	33
5.5.	Training content	33
5.6.	Application for certificate issue	33
5.7.	Credits for existing instructor certificate holders (non gyroplane)	34
5.8.	Application procedure	34
5.9.	Revalidation	35
5.10.	Renewal	35
6.	Flight Instructor Certificate FI(G) without restriction	36
6.1.	Privileges of the rating	36
6.2.	Restrictions of the certificate	36
6.3.	Prerequisites for training	36
6.4.	Application for training	36
6.5.	Training content	36
6.6.	Application for rating issue	36
6.7.	Application procedure	37

6.8.	Revalidation	37
7.	Flying Instructor Course Authorisation FIC(G)	38
7.1.	Privileges of the rating	38
7.2.	Restrictions of the rating	38
7.3.	Prerequisites for training	38
7.4.	Application for training	38
7.5.	Training content	38
7.6.	Application procedure	39
7.7.	Revalidation of rating	39
7.8.	Renewal of rating	39
8.	Ground Examiner Authorisation GR(G)	40
8.1.	Privileges of the authorisation	40
8.2.	Restrictions of the authorisation	40
8.3.	Prerequisites for issue of authorisation	40
8.4.	Application for training	40
8.5.	Training content	40
8.6.	Application for issue of the authorisation	40
8.7.	Reissue of the authorisation	41
9.	Examiner Authorisation FE(G)	42
9.1.	Privileges of the authorisation	42
9.2.	Restrictions of the authorisation	42
9.3.	Prerequisites for training	42
9.4.	Application for training	43
9.5.	Training content	43
9.6.	Application for the issue of the authorisation	43
9.7.	Credits for existing FE authorisation holders (non gyroplane)	43
9.8.	Application procedure	43
9.9.	Revalidation of the authorisation	44
9.10.	Renewal of the authorisation	44

10. Flight Instructor Examiner FIE(G)	45
10.1. FIE(G) privileges	45
10.2. Restrictions of the authorisation	45
10.3. Prerequisites for training	45
10.4. Application for training	45
10.5. Training content	46
10.6. Application for authorisation issue	46
10.7. Credits for existing FIE authorisation holders (non gyroplane)	46
10.8. Application procedure	46
10.9. Revalidation of authorisation	46
10.10. Renewal of authorisation	47
11. Senior Examiner SE(G)	48
11.1. SE(G) Privileges	48
11.2. Restrictions of the Authorisation	48
11.3. Prerequisites for training	48
11.4. Application for training	49
11.5. Training content	49
11.6. Application for authorisation issue	49
11.7. Credits for existing SE authorisation holders (non gyroplane)	50
11.8. Application procedure	50
11.9. Revalidation of authorisation	50
11.10. Renewal of authorisation	50

Appendix A – The PPL(G) Syllabus	51
Appendix B - Syllabus for PPL(G). Single Seat.	53
Appendix C - Night Rating (Gyroplanes) Course Content	57
Appendix D - Commercial Pilot Licence (Gyroplanes) Training Course	59
Appendix E – The FI(G) (Restricted) Syllabus	61
Appendix F – The FIC(G) Syllabus	67
Appendix G – The FE(G) Syllabus	68
Appendix H – The FIE(G) Syllabus	71
Appendix I – Schedule for Gyroplane (Type) Examination	74
Appendix J – Schedule for the General Flying Test	75
Appendix K – Schedule for the FI(G) (Restricted) and FI(G) Tests	77
Appendix L – Schedule for the FIC(G) Tests	78
Appendix M – Schedule for the FE(G) Tests	81
Appendix N – Schedule for the FIE(G) Tests	81
Appendix O – PPL(G) Application Form	82
Appendix P – PPL(G) Instructor Rating Application Form	82
Appendix R : Guidance for Supervising FI's	83
Appendix S – Gyroplane Type Conversion Syllabus	87
Appendix T – Variable Pitch Prop Conversion Syllabus	89
Appendix U – Sample Qualifying Cross Country Forms	90

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
1.3	June 2012	Modifications from wider consultation feedback
3.0	May 2016	Inclusion of: CPL(G), Night Rating, Panel of Examiners, Single Seat Syllabus and Observed GFT, Credits for Military Qualifications, Senior Examiner Specification, FIC Exam Structure, FI Supervision Guidance, Variable Pitch Prop differences training, Type Differences Training, Procedure for holders on non-UK gyroplane licences, Oral confirmation during GFT that knowledge has been retained where credits of written exams have been given, Minimum hours on type for Type Differences Training.
3.3	Oct 2016	Revisions to comply with ANO 2016
4	Nov 17	Amendments as a result of public consultation comments.
5	April 18	Addition of Appendices on Night Rating and CPL(G) Training courses

1. General Information

1.1. Purpose

This document defines the standards to be applied for the training of UK licensed gyroplane pilots.

It should be read in conjunction with CAP 804 and the Air Navigation Order (as amended) which defines the requirements for gyroplane licenses and associated ratings and certificates.

1.2. Applicability

This Standards Document No. 44 is applicable to all gyroplane training commenced after the 1 July 2012.

There is presently only one class of gyroplane that may be entered in a licence. This is “single engine piston” class.

For the purposes of this Standards Document 44 a class is divided into a number of gyroplane types. A “Type” relates to a single manufacturer’s specification of aircraft (that may involve a number of options), which is defined by a CAA TAD (Type Approved Data Sheet) or an LAA (Light Aircraft Association) TAD (Type Accepted Data Sheet). Any gyroplane that is not defined by either definition of TAD is considered as a “Type” on its own.

There is no endorsement on the licence of different types within a class on the PPL(G). Such endorsements are recorded in the pilot’s personal flying log.

Where a licence has been issued by an observed test on a single seat gyroplane, the privileges of that licence will be limited to flying single seat gyroplanes only.

1.3. Regulation of Licensing

The UK Civil Aviation Authority (CAA) is the UK’s independent aviation regulatory body, which includes gyroplanes. The Shared Services Centre is the division responsible for the issue of all pilot licenses, ratings, certificates and authorisations.

1.4. Contact details

General aviation information in the UK is available from the CAA website www.caa.co.uk.

Initial enquiries and questions regarding information in this document should be directed to the Gyroplane Panel of Examiners (see below). Where clarification is

required from the CAA, this will be sought by the Panel and the answer redirected to the originator.

1.5. The Panel of Examiners

Standardisation of training and minimum skill levels for all aspects of PPL gyroplane training is the responsibility of the Panel of Examiners.

The Panel of Examiners consists of:

- The CAA representative for gyroplane training standards
- All holders of Senior Examiner (Gyroplanes) certificates

The Panel of examiners can be contacted at panel@gyroexaminers.uk

A full list of current flight instructors and examiners can be found at www.gyroexaminers.uk

1.6. The scope of this document

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)**
 - o The licence to allow a person to fly gyroplanes in the UK, solely for private use.
- **Commercial Pilots Licence – CPL(G)**
 - o The licence to allow a person to fly gyroplanes in the UK, for commercial operations.
- **Night Rating**
 - o The privilege to fly a suitably equipped gyroplane during the hours of night as defined in the Standard European Rules of the Air.
- **The Flight Instructor Certificate with restricted privileges – FI(G)(Restricted)**
 - o The privilege of an FI(G) is to conduct flight instruction for the issue, revalidation or renewal of a PPL(G) in gyroplanes. An FI(G)(Restricted) shall have his privileges limited to conducting flight instruction under the supervision of an FI(G).
- **The Flight Instructor Certificate – FI(G)**
 - o The privilege of an FI(G) is to conduct flight instruction for the issue, revalidation or renewal of a PPL(G) in gyroplanes.
 - o The privilege of an FI(G) may be extended to CPL by meeting the additional requirements as laid out in Section 6.1.

-
- **The Flight Instructor Course Authorisation – FIC(G)**
 - o The privilege of an FIC(G) is to conduct flight instruction for the issue, revalidation or renewal of an FI(G) in gyroplanes.
 - **The Ground Examiners Authorisation – GE(G)**
 - o The privilege to examine students in the theoretical elements of the PPL(G) syllabus given in Appendix A.
 - **The Flight Examiners Authorisation – FE(G)**
 - o 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 or revalidation of a PPL(G).
 - o The privilege to issue a Certificate of Revalidation.
 - o The privilege of an FE(G) may be extended to CPL by meeting the additional requirements as laid out in Section 9.1
 - **The Flight Instructor Examiners Authorisation – FIE(G)**
 - o The privileges of an FIE(G) for gyroplanes are to conduct skill tests for the issue, revalidation and renewal of an FI(G) and to recommend to the CAA for the issue of the appropriate certificate.
 - **The Senior Examiners Authorisation – SE(G)**
 - o The privileges of an SE(G) are:
 - o to conduct skill tests for the issue, revalidation and renewal of an FE(G) and FIE(G) and to recommend to the CAA for the issue of the appropriate authorisation.
 - o to conduct flight instruction to FI(G) holders for the issue of a FIC(G) authorisation.
 - o to conduct flight instruction to FI(G) holders for the FE(G) authorisation.
 - o to conduct flight instruction to FIC(G) holders for the issue of a FIE(G) authorisation.

2. Private Pilots Licence PPL(G)

2.1. Privileges and limitations of the Licence as stated in Schedule 8 of the ANO (as amended)

1. The holder of a Private Pilot's Licence (Gyroplanes) is entitled—
 - a. in accordance with the remainder of this paragraph, to fly as pilot in command or co pilot of any gyroplane of a type or a class specified in the aircraft rating included in the licence, unless prohibited by paragraph (2);
 - b. to fly such a gyroplane for the purpose of commercial operation—
 - i. which consists of instruction or flying examinations, provided that—
 1. in the case of instruction, the licence includes an appropriate instructor certificate; and
 2. in the case of flying examinations, the holder is authorised to conduct such examinations by the CAA; or
 - ii. where the excepted flights condition is met;
 - c. to fly as pilot in command of such a gyroplane carrying passengers if the recent experience condition is met;
 - d. to fly as pilot in command of such a gyroplane at night if the licence includes a night rating (gyroplanes);
 - e. to receive remuneration or other valuable consideration for services as a pilot on a flight if the remuneration condition is met.
2. The holder of a Private Pilot's Licence (Gyroplanes) may not fly a gyroplane mentioned in paragraph (1)(a)—
 - a. for the purpose of public transport or commercial operation (other than commercial operation permitted by sub-paragraph (1)(b));
 - b. for remuneration or other valuable consideration (other than remuneration or other valuable consideration permitted by sub-paragraph (1)(e));
 - c. under Instrument Flight Rules; or
 - d. other than as authorised by paragraph (1),unless authorised to do so by the CAA.

2.2. Prerequisites for training

The prerequisites for training are:

1. Minimum age - there is no minimum age to start training however:
 - a. a student may not fly solo until they are 16 years old.
 - b. a student may not apply for the PPL(G) until they are 17 years old.
2. Medical Requirements. An applicant for a PPL(G) shall hold either;
 - a. a Part-Med Class 1, 2 or LAPL medical certificate.
 - b. The holder of a licence makes a medical declaration in accordance with Article 163 of the Air Navigation Order.

A student must have met the requirements above prior to undertaking solo flight.

2.3. Application for Training

Applicants who wish to commence a course of training for a PPL(G) can contact an instructor directly. For a complete list of contact numbers please refer to website www.gyroexaminers.uk

2.4. Training content for the issue of a PPL(G)

The training syllabus for the issue of a PPL(G) is given in Appendix A. The training syllabus for the issue of a PPL(G) limited to single seat is given in Appendix B.

Use of aircraft for Initial Training

Gyroplanes which are “type approved” by the CAA or hold a certificate of airworthiness may be used for all types of flight training when suitably equipped.

Except for training covered by any one of the exceptions set out in the Notes below, all training given to a person prior to that person being granted a PPL(G) shall be undertaken in gyroplanes that are Type Approved or certified by the CAA. For all parts of the PPL(G) syllabus other than solo flying, instruction shall be given in Type Approved gyroplanes with fully functional dual controls and the instructor seated at the second set of controls (see Note 1). The solo flying sections of the PPL(G) syllabus may be completed in gyroplanes having only one set of controls, which may be single seat Type Approved aircraft (see Note 2) Before flying a gyroplane of a different type, whether under training or after licence issue, a pilot shall complete differences training where applicable - see section **2.10**

Specific policy on the use of aircraft holding a national permit to fly for the purpose of commercial operation that consists of flight training is set down by the CAA pursuant to Article 44 of the ANO 2016. The latest policy permission can be found listed in the CAA’s general permissions and exemptions – www.caa.co.uk/ors4

Note 1: Where an individual two seat, non-Type Approved gyroplane has a training permission that was issued by the CAA prior to 1 July 2012, the gyroplane may be used for dual instruction unless the permission is withdrawn, cancelled or revoked by the CAA.

Note 2: Solo flying exercises contained in the PPL(G) syllabus may be carried out in a gyroplane (single or two seat) that is **not** Type Approved, subject to the following conditions:

Gyroplanes which are not type approved may be used for training, provided that:

-
- a. The recipient of the training is a sole or joint owner of the aircraft;
 - b. The aircraft has a valid national permit to fly that does not include any condition or limitation that would prohibit its use for training;
 - c. There is no directive by the CAA that would prohibit its use for training; and
 - d. The flight instructor verifies by flying the aircraft and by reviewing the aircraft documentation, that it is suitable for the intended training and is within the capabilities of the student – taking into account her / his skills and experience.

A gyroplane may have a restriction on its use for training, rendering it unsuitable for training unless a certain level of gyroplane experience has been attained by the pilot.

Solo training

Before solo flying begins, at least the following exercises shall have been satisfactorily completed to solo standard on a two-seat gyroplane and signed in the personal flying log of the student annotated “competent for solo” by an FI(G):

- a. Upper Air Work
- b. Advanced Rotor Management including Wheel Balancing
- c. Low Hops and High Hops
- d. Circuits, Take offs and Landings
- e. Emergency Procedures including Emergency Field Landings

Student pilots undertaking solo flying shall not carry passengers on such flights.

Skill Test

General Flying Tests for the grant of the PPL(G) shall be conducted using Type Approved or certified gyroplanes with fully functional dual controls (or a gyroplane specified under Note 1 above), with the examiner occupying the seat that would be used by an instructor.

Observed Skill Test in Single Seat Gyroplanes

A General Flying Test in a Single Seat Gyroplane may be done by observation by a suitably qualified and experienced Examiner. A full list of these examiners can be found at www.gyroexaminers.uk. Where a test is observed, the privileges are limited to flying in a single seat gyroplane only.

2.5. Application for Licence issue

Requirements for Licence issue

The requirements for the issue of a Licence are:

-
- a. The completion of a course of training defined by the syllabus in Appendix A or Appendix B. The course shall include theoretical knowledge and flight instruction appropriate to the privileges sought. All training shall be suitably recorded by the instructor. These records shall be held and retained by the instructor as part of their training notes for a minimum of 3 years and must be available on request by an inspector from the Civil Aviation Authority or the Panel of Examiners.
 - b. Completion of a minimum of **40 hours of flight training** (dual and solo) supervised by an authorised instructor 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 must have the capability to be printed.
 - c. Completion of a **minimum of 15 hours of dual flying** training in gyroplanes. This time may include the General Flying Test.
 - d. Completion of a **minimum of 10 hours of solo flying** in gyroplanes including:
 - i. a **minimum of 3 hours of cross country**, defined as flight which takes the aircraft a straight line distance of more than 10 nautical miles from the departing airfield.
 - e. Completion of a **minimum of**:
 - i. **Two cross country return flights** where a landing is made at an airfield different from the point of departure and the return flight is made to the departure airfield on the same day. The route taken to the destination airfield must be more than 25 nautical miles. Each cross country flight must follow a different route.
 - ii. 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.
 - iii. The cross country flight requirements 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 U.
 - f. Crediting of experience:
 - I The exercises “Wheel Balancing” and “Rotor Management” may only be counted up to a maximum of 2 hours for credit towards the flight time requirements for licence issue.
 - li Training in an authorised gyro-glider, under the supervision of an instructor can only be counted up to a maximum of 2 hours.
 - g. 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 24 months preceding the application. The schedule for this test is given in Appendix G.

-
- h 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 J and recorded in an appropriate manner. This test must have been completed within 6 months of the completion of the training.
- J Passes in the theoretical elements within the 24 months preceding the application:

The following exam should be passed prior to solo flight

- i. Aviation Law, Flight Rules and Procedures

The following exams should be passed prior to solo cross country flight

- ii. Human Performance and Limitations
- iii. Navigation
- iv. Meteorology

The following exam should be passed prior to the General Flying Test

- v. Gyroplane Technical

The General Flight 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 with functioning dual controls fitted, with the examiner occupying the seat that would be used by an instructor, or where single-seat only is sought, by an observed test.

An applicant shall pass all of 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 J.

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, with the exception of the Practice Forced Landing, 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 where necessary to facilitate test items, or to avoid unacceptable delay to other traffic.

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

Holders of non-UK issued gyroplane licences wishing to obtain a UK PPL(G), should in the first instance submit a copy of their pilots logbook detailing evidence of experience and previous training, together with details of theoretical knowledge examinations to a UK FI(G). The FI(G) will ascertain what, if any, flight exercises are required to be completed prior to the GFT and the holder will be required to sit any theoretical knowledge examinations where equivalence to the requirements of the UK syllabus cannot be proven.

Note: In all cases the UK air law exam must be completed.

It is recommended that the FI(G) flies with the applicant to assess their suitability prior to completing a recommendation for test. The GFT will be conducted by a UK FE(G).

When the application for licence is submitted to the UK CAA it shall be accompanied by a letter from the FI giving details of the review undertaken and the training completed to verify that the applicant meets the requirements for the issue of the UK PPL(G).

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 or higher level, the ground examination shall be credited.

Where written ground examinations are credited it is the responsibility of the FI(G) to verify that the applicant has retained the knowledge of the key elements of each subject and in particular how the knowledge applies to Gyroplanes in the UK in readiness for the GFT where this knowledge may be assessed.

Holders of a UK issued pilots licence in a different category of aircraft may be credited with up to a maximum of 15 hours dual flying experience towards the 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.

Credits for existing Military pilot Licence holders (non gyroplane)

Credits may be available towards the issue of a UK PPL(G) for holders of military licenses in line with those credits available to UK issued PPL(A) and PPL(H) where

equivalence of flight training undertaken and theoretical knowledge examinations passed can be ascertained.

Instructional hours gained in other countries

Where an applicant has completed instructional hours on gyroplanes countries other than the UK they may be credited towards the grant of a PPL(G) provided:

- a. They are logged in a personal flying log, annotated with the syllabus and exercise numbers and signed by a qualified instructor in that country.
- b. The exercises can be cross referenced to corresponding exercises in the UK PPL(G) Syllabus given in Appendix A or B.

For each exercise logged as completed in another country, the applicant must demonstrate that they have attained the level of skill for that exercise in the UK PPL(G) syllabus to a UK Instructor who will sign the personal flying log to this effect.

Application Procedure

Application is made on form SRG 2101 which is included as Appendix M. Details of where to submit the form and supporting documentation are included on the form.

2.6. Licence Validity

The UK PPL(G) is issued with lifetime validity but, for the privileges conferred by it to be exercised, the holder must at all times have:

- a. A current **medical certificate** or have made a valid **declaration of health** as defined in Article 163.
- b. A valid **rating** for the aircraft that the holder is going to fly, with a signed certificate of revalidation.

Recent Experience Condition

A holder must **not** carry any passenger, except a gyroplane instructor in accordance with Schedule 8 of the ANO, unless within the preceding **90 days** the holder has made **3 take offs and 3 landings** as the **sole** manipulator of the controls in a gyroplane.

Valid aircraft rating

When granted a Licence, it is only valid for the **particular type** of gyroplane that was used for the General Flying Test, or other type where differences training was completed during the training course and as recorded in the licence holder's personal flying log. In order to exercise the privileges to fly a further different type of gyroplane

an endorsement must be added to the personal flying log of the pilot. The requirements for this endorsement are:

- a. Before the aircraft is flown a suitable briefing must be obtained from an instructor who is qualified to fly that type. A recommended scope of the briefing is given in Appendix P.
- b. Student must receive differences training as set out in this document
- c. Where a pilot wishes to fly a gyroplane of a different type and there is no instructor with experience on that type, the differences training should be provided by a pilot qualified on that type, under the supervision of an instructor. The log (see below) must be endorsed by the instructor.
- d. The aircraft must be flown under the supervision of the instructor until the pilot can demonstrate the level of competence required to pass the General Flying Test. This is given in the schedule in Appendix J.
- e. 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 I.
- f. The aircraft rating shall be recorded as "Aircraft Rating <type¹>" entered alongside the record of the qualifying flight in the personal flying log of the holder, signed by the instructor conducting the training 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).

Certificate of Revalidation

The initial issue of a gyroplane licence will contain a certificate of revalidation endorsed with a rating that is valid for 24 months. Part of this process will involve the examiner signing the ratings validity page in the applicants licence for each revalidation or renewal.

Revalidation

Revalidation means: "The administrative action taken within the period of validity of a rating that allows the holder to continue to exercise the privileges for a further specified period consequent upon the fulfillment of specified requirements".

There are two methods of revalidating a rating:

1. Revalidation by Proficiency check

¹ Type to be replaced with the actual type of Gyroplane.

The rating may be revalidated by passing an **aircraft rating revalidation flight test** with a UK gyroplane Flight Examiner (FE(G)). If completed within the three months preceding the expiry date of the current rating, no loss of rating validity will be incurred- the new rating expiry date will be calculated from the preceding expiry date, not from the date of the proficiency check.

If the test is completed more than three months in advance of the expiry date of the rating, a new rating expiry date will be calculated from the date of the test.

2. Revalidation by flying experience

A gyroplane class rating can be revalidated by flying experience by producing logbook evidence to a gyroplane examiner, before the rating expiry date has passed, of the following flying experience completed within the 12 months preceding the rating expiry date.

12 hours of flight time in a gyroplane to include:

- a. **6 hours** as pilot in command; and
- b. **12** take-offs and landings; and
- c. a "training flight" of at least 1 hour duration with an instructor who must countersign the appropriate logbook entry

The Training Flight

The FI should make the purpose of the training flight clear at the outset. His function is to ascertain the applicant's knowledge and skills, interjecting if necessary to improve on these. If the primary purpose of the flight was for some other training then the instructor must select suitable items of general handling and brief how these will fit into the profile for the purpose of maintaining the applicant's knowledge and skills.

When the aims have been achieved the FI will sign the applicant's logbook, append his/her licence number and identify the "Training flight".

Renewal

Renewal means: "The administrative action taken after a rating has lapsed that renews the privileges of the rating for a further specified period consequent upon the fulfillment of specified requirements"

An applicant wishing to renew his aircraft rating for a further 24 months shall pass the **Aircraft rating renewal flight test**. The flight test will require the applicant to

demonstrate that he/she is competent to fly the gyroplane as PIC and includes the following items:

Complete, at the discretion of the Instructor, sufficient training to reach the standard required to pass the Flight Test. This training should include a minimum of the following:-

- a. **Ground**- discussion of changes to regulations, procedures etc introduced since the last flight as PIC and revision of the Aviation Law and flight rules and procedures syllabus for the PPL. Revision of the Human Performance and Limitations syllabus.
- b. **Flight**- At least one hours training including circuits landings and ground handling to include a "power-off" approach and landing to touchdown to a selected area under the direction of the FI.

On completion of the training syllabus the flight test with an FE(G) consisting of one flight in a gyroplane of the appropriate type to include:

- a. A general flight test to cover all items in the flight test for the initial issue of the aircraft rating, and,
- b. A cross-country flight to an aerodrome at least 30 minutes flying time from the aerodrome of departure, a circuit and landing at the destination, and a return flight to the aerodrome of departure, the preparation (flight planning) for each leg will form part of this test.

2.7. Flight_Radio Telephony 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 qualify for and obtain this Licence are set out in CAP 804 or can be found on the CAA website.

2.8. Use of aerodrome for training

Training can be undertaken at any Licensed or unlicensed aerodrome in accordance with Article 209 of the Air Navigation Order 2016 (as amended). Further guidance is available in CAP793 "Safety Standards at Unlicensed Aerodromes".

2.9. Carriage of Passengers

The holder of a PPL(G) shall not act as PIC of a gyroplane carrying passengers unless within the preceding 90 days that person has made 3 take-offs and 3 landings as the sole manipulator of the controls in a gyroplane of the same type, and as PIC at night unless the holder has carried out in the preceding 90 days, at least 1 take off, approach and landing at night as sole manipulator of the controls of an aircraft of the same type.

2.10. Gyroplane Differences Training

Pilots who wish to fly a gyroplane of a different type from that which they passed the GFT on, shall receive appropriate differences training from a qualified gyroplane instructor and have their log book endorsed by the instructor.

In the case of single seat gyroplanes, arrangements shall be made with an instructor for the differences to be covered and where necessary a flight demonstration by the pilot to confirm his competency: a log endorsement shall be made. The requirement for differences training was introduced as a consequence of Safety Recommendations from the Air Accidents Investigation Branch following a number of gyroplane accidents. Presently there is only one gyroplane class – single piston engine gyroplane. All UK registered gyroplanes are members of this class. Each type within this class is a variant of the class, but this does not reflect the marked differences that are manifest between them.

Certain gyroplanes have more demanding handling qualities and require a greater period of differences training. The table below gives guidance to instructors and applicants on the suggested minimum amounts of differences training (in hours) . Time spent on wheel balancing exercises shall not be counted as differences training.

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).

GYROPLANE MINIMUM DIFFERENCES TRAINING HOURS								
			Converting to:					
			Not Listed:			Listed:		
			Tandem 2 Seat	Side-by- side 2 Seat	Single Seat	Tandem 2 Seat	Side-by- side 2 Seat	Single Seat
Converting from	Not listed	Tandem 2 Seat	1	2	2	4	4	4
		Side-by-side 2 Seat	1	1	2	4	4	4
		Single Seat	1	2	1	4	4	4
	Listed	Tandem 2 Seat	1	2	2	4	4	4
		Side-by-side 2 Seat	1	1	2	4	4	4
		Single Seat	1	2	1	4	4	4
LISTED GYROPLANES								
Any single seat gyroplane with a cockpit nacelle and a thrust line / c.g. offset of more than 2 inches - refer to MPD 2005-008.								
RAF 2000								

Where a pilot wishes to fly a single seat gyroplane of a different type and there is no instructor with experience on that type, the difference training should be provided by a pilot qualified on the type, under the supervision of an instructor. The log must be endorsed by the instructor.

Where a student undertaking training for the PPL(G) converts from one gyroplane type to another during the training course, the differences training requirement must be added to the PPL(G) training requirement.

Variable pitch (VP) propeller differences training

When a gyroplane is fitted with a variable pitch propeller, with or without a constant-speed unit (CSU), then the pilot in command must have completed appropriate differences training.

The differences training must be given by an instructor entitled to instruct on the gyroplane on which the training is being given. The training must be recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.

These systems make a significant difference to performance in all phases of flight. Mostly, the instruction in this section will be given to pilots converting from SEP gyroplanes with fixed pitch propellers to SEP gyroplanes with VP propellers which may have constant speed units (CSU). Instructors must ensure that all of the system differences and handling techniques introduced by the new type are properly covered in the training given. See Appendix T for further guidance.

2.11. Allowable Credit for Time Spent on Wheel Balancing Exercises

During "wheel balancing" a gyroplane is partially supported by the undercarriage and partially rotor borne.

When a student is carrying out wheel balancing there is no intent to take off, and therefore the aircraft is not considered to be in flight, even if it does become entirely supported by the rotor for any period during the wheel balancing activity. However, in recognition of the value of wheel balancing as a flying training exercise, up to 2 hours of such training may be counted towards the experience requirements for the PPL(G). Time spent on wheel balancing shall not be counted as differences training. This acceptance of wheel balancing as experience is subject to compliance with the following conditions:

- a. The wheel balancing will be the sole activity carried out during the period to be claimed as wheel balancing against the experience requirements. Short hops and other training activities for which becoming airborne are necessary, and therefore intended from the outset, may be logged as flight time;
- b. Entries in the log for "wheel balancing" must be annotated clearly as "wheel balancing" and not as flight time. Wherever possible the wheel balancing time should be recorded in a different column to that used to record flight time.

3. Night Rating

3.1. Privileges

The privileges of the holder of a gyroplane night rating are to fly a suitably equipped gyroplane during the hours defined as night in the Standard European Rules of the Air subject to meeting the recency requirements specified in Schedule 8 of the ANO.

3.2. Course pre-entry requirements

Before commencing a Gyroplane Night Rating course the applicant shall

- a. be the holder of a valid class rating endorsed in the Certificate of Revalidation for the gyroplane to be flown Where applicable, the relevant differences training must have been completed and signed off in the pilots personal flying log book prior to flying solo.
- (b) have completed at least 50 hours of flight time as PIC post PPL(G) licence issue.
- (c) hold a valid medical certificate or declaration in accordance with Article 163 (ANO 2016).

3.3. Training Course

An applicant wishing to undertake a Gyroplane Night Rating course shall complete all of the flight instruction with a suitably qualified instructor.

The course shall comprise a minimum of:

- a) 5 hours of theoretical knowledge instruction; and
- b) 3 hours dual instruction by sole reference to instruments; and
- c) 5 hours of flight time at night, including:
 - i. at least 3 hours of dual instruction, and
 - ii. at least 1 hour of dual cross country navigation, and
 - iii. 5 solo night circuits, each to include a take off and a full stop landing.

Further information on the required course content may be found in Appendix C

3.4. Completion standard

The Training Organisation or FI(G) responsible for the training shall prepare a course completion certificate together with the candidate's application for the inclusion of the night rating to the Authority.

3.5. Credits for the holders of licenses in other categories

Holders of a current IR(A), IR(R), IMC rating or IR(H) may reduce the requirement for 3 hours by sole reference to instrument to 1 hours.