RA 2125 - Aircrew Instructor Training

Rationale

Aircrew Instructors (AI) provide a training, checking and standardization function to Defence Aviation in order to facilitate the delivery of operationally qualified crews to the Front Line. Instructional ability can be built through both practical experience and training, and in the case of Defence Aviation the lead agency for such training is the Central Flying School (CFS). For those employed as airborne warfare instructors the respective lead school acts as the sponsor.

Contents

2125(1): Aircrew Instructor Training

Regulation

2125(1)

Aircrew Instructor Training

2125(1) Personnel selected for flying instructional duties shall receive appropriate training and attain the instructional standards required to facilitate the provision of high quality instruction for all aircrew disciplines.

Acceptable Means of Compliance

2125(1)

Aircrew Instructor Training

1. All AIs are required to possess skills that enable the effective transfer of knowledge to subjects. In order to be regarded as qualified, AIs graduating from instructional training schools or bespoke Front Line Command (FLC) or Contractor Flying Approved Organization Scheme (CFAOS) courses should be trained to achieve, as a minimum, the following competences:
   a. Plan, prepare and deliver appropriately structured theoretical and practical teaching events.
   b. Managing trainees, students and instructional resources.
   c. Deliver specialist instruction to incorporate a range of differing learning styles.
   d. Integrate Human Factors training into all serials.
   e. Confirm/check learning has taken place, using appropriate practical techniques on the ground and in the air.
   f. Monitor and review trainee or student progress across the full range of aircrew training events.
   g. Produce comprehensive written reports on individual training outcomes.

2. Aviation Duty Holders and Accountable Managers (Military Flying) (AM(MF)) should specify in Orders the types of AI recognized within their Area of Responsibility (AoR) and where their training is to be conducted. AI training should take place at a recognized training unit which itself should be subject to formal independent assessment at intervals not exceeding 2 years; or, where AIs deliver bespoke role-specific training post-Certificate of Qualification on Type (CQT), at other units as specified by Aviation Duty Holders and AM(MF) in Orders.

3. Any AI who is empowered through Orders to award a CQT should have been assessed in the air and on the ground as competent to do so by a CFS Examiner or Agent.

Qualification

4. Pre-Operational Conversion Unit (OCU) flying instruction leading to the award of the appropriate ►UK military◄ flying badge should only be delivered by AIs who have successfully completed training at a CFS-approved instructor training unit.
5. **CFS-Graduates.** For those AIs who have completed CFS-approved AI courses, instruction on a particular type of aircraft should only be conducted if their qualification has been validated.

6. **Warfare and Weapons Instructors.** Qualifications for personnel graduating from Weapon Instructor training should be approved by the appropriate Aviation Duty Holder under which the training syllabus is sponsored and authorized.

7. **Other AIs.** Aviation Duty Holder and AM(MF) Orders should stipulate the approval process for all other AIs within their AoR, and detail the experience levels and currency requirements to be applied.

8. **CFAOS Organisations.** For pilots who are AIs as a result of European Aviation Safety Agency (EASA) rating, any approval to act as an instructor should be reliant on both their licence and instructor rating remaining current. Any AI that does not hold an appropriate EASA rating, who delivers ►training leading to the award of an aircrew qualification ◄ or a ◄CQT ◄◄, should be approved by a CFS Examiner, CFS Agent on type, or Air Warfare Centre (AWC) StanEval CFS Agent.

**Assurance**

9. To assure competence, all AIs, irrespective of qualification level, should undertake an instructional competence check on an annual basis. This check should be conducted by an independent assessor and should include, as a minimum, the following areas:

   a. Ability to impart skill and knowledge, utilizing effective analysis and debriefing.
   b. Proficiency in flying or airborne operating skills, and knowledge of the aircraft on which tested.
   c. Standardization of current training practice.
   d. Knowledge of subjects allied to flying.

10. CFS-approved AIs should be subject to categorization processes laid down in the CFS Manual of Military Aircrew Instruction. The current CFS AI category definitions are shown at Annex A.

**Guidance Material 2125(1)**

11. **Independent Assessment of Training Units and AIs.** Aviation Duty Holders and AM(MF) must nominate suitably qualified assessors with role-specific expertise. Assessors must be sufficiently independent such that they are not unduly influenced by commercial, operational, peer or rank/status pressures. For example CFS Exam Wing, CFS Agents, the respective lead warfare school sponsor, or a recognized flying training specialist.

12. **CFS-Approved Schools.** CFS will approve specialist instructional schools within 22 (Training) Group for rotary and fixed wing AI, whose primary focus is the provision of AI for Elementary, Basic and Advanced Flying Training. For instructional schools outwith 22 (Training) Group CFS approval may be sought.

13. **Other Schools.** For those AIs employed in FLC training establishments, CFS Exam Wing will approve both instructor training course content and structures, through regular visits and with the support of FLC CFS agents (not to exceed 2 years in periodicity). For all other schools, advice on good practice may be sought from CFS.

14. **Selection.** Aircrew may apply, or be recommended, for AI training at any time after the award of the appropriate flying badge (or civilian licence that has been approved as equivalent). A recommendation or individual application will be made on the appropriate single-Service form.

15. **Overseas Students.** Commonwealth and foreign aircrew undertaking AI courses will normally undergo a short period of acclimatization flying in the UK.

►RA 2101(1) - Entitlement to Conduct Flying Duties, paragraphs 2a.(2) and 2a.(3)◄
immediately before their course. The aim of such flying is to familiarize pilots with UK air traffic control and instrument procedures.

16. **Warfare and Weapons Instructors.** Warfare and Weapons Instructor qualifications will remain valid providing the holder is in current flying practice on their specified aircraft type, but will be subject to an instructional competence check on an annual basis. The scope and conduct of such checks may be determined by Aviation Duty Holder or AM(MF).
ANNEX A
DEFINITION OF CFS QUALIFIED AI CATEGORIES

1. Qualified AI categories and the required prerequisites are listed below:

a. Instructor on Probation (B2). This category is awarded when the AI graduates from the CFS or validated school but still needs a close degree of supervision. It is also awarded if following graduation from CFS and before re-categorizing to B1, the AI converts to a new type of aircraft.

b. Capable Instructor (B1). This is awarded on re-categorization from B2. The AI should have:
   (1) Been employed as a Qualified AI for at least 6 months.
   (2) At least 120 hours instructional flying, of which 5 hours must have been at night when required in the AI’s role.
   (3) Been recommended in a report by his Squadron Commander or equivalent under the headings listed in paragraph 92 and passed flying and ground tests given by a member of the CFS, a CFS agent, or, at the unit, by the Chief Instructor, Chief Flying Instructor or Squadron Commander (the Testing Officer must be a current ‘A’ category AI on type or an ‘A’ category AI certified as Competent to Instruct (C to I) on type). Exceptionally personnel approved by HQ CFS, in writing, may carry out these tests.
   (4) For AIs who gained a Distinguished Pass on the CFS Course the minimum instructional requirements are 3 months as an AI and 50 hours instructional flying.

c. Above-average Aircrew and Instructor (A2). This is awarded on re-categorization from B1. The AI should have:
   (1) Been employed as a Qualified AI for at least 15 months.
   (2) Completed at least 250 hours instructional flying, of which 10 hours must have been at night when required in the AI’s role.
   (3) Been recommended in a report by his squadron commander or equivalent under the headings listed in paragraph 92 and passed flying and ground tests given by an appointed officer of the CFS Examining Wing or by a CFS Agent.
   (4) For AIs who gained a Distinguished Pass on a CFS Course the minimum instructional requirements are 12 months as an AI and 200 hours instructional flying.

d. Exceptional Aircrew and Instructor (A1). This is awarded on re-categorization from A2. The AI should have:
   (1) Been employed as a Qualified AI for at least 24 months.
   (2) Completed at least 400 hours instructional flying.
   (3) Been recommended in a report by his Commanding Officer or Station Commander under the headings listed in paragraph 92 and have passed flying and ground tests given by an appointed officer of the CFS Examining Wing or by a CFS Agent.

e. Competent to Instruct (C to I). To be graded C to I an AI should have completed an appropriate CFS validated course and have been categorized to at least B1. The C to I qualification is a stand-alone grade; it should not be amplified as A2 (C to I) or B1 (C to I), etc. Thereafter a Qualified AI should be assessed as C to I:
   (1) During the period while he gains experience after converting to a new type of aircraft.
   (2) During the period while he gains experience after returning to instructional duties after an absence.

Note: In certain training appointments ‘A’ Category AIs may not complete enough instructional flying to maintain the full standard of their category, but they will not be downgraded provided they are assessed as competent to instruct.

f. Confirmation of Category. On completion of the periods described at Annex A para b, d, or e (1) and (2), AIs should undergo flying and ground tests given by a member of the CFS Examining
Wing or by a CFS agent in order to confirm a category. Such flying tests should consist of the demonstration of a sufficient standard of both pure flying and instructional abilities to warrant the initial award of a category; however, ground tests may be limited to technical knowledge of the relevant aircraft type.

g. Recognition of Flight Simulator Hours. When flight simulators possess adequate/suitable characteristics of the aircraft, Aviation Duty Holders and AM(MF) should specify what percentage of in-cockpit simulator instructional hours may be counted towards the instructional hours required for re-categorization at b, c & d above. The proportion should never exceed 50% and notwithstanding the re-categorization requirements, all in-cockpit simulator instructional hours should be logged.