RA 2103 - Currency and Continuation Training

Rationale   *A minimum level of flying currency and training activity is required in order to enable the continued maintenance of Aircrew competencies that have been achieved in a specific role. A failure to achieve this will result in a degradation of skill that may increase Risk to Life. This Regulation requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to specify the minimum activity required to reduce this to a level that is As Low As Reasonably Practicable and Tolerable.*

Contents   **2103(1): Currency Requirements**
2103(2): Continuation Training

Regulation 2103(1)

Currency Requirements

2103(1)   ADH and AM(MF) **shall** specify in orders the currency minima, by type, ►Mark (Mk)◄ and role, for the safe operation of Air Systems by Aircrew within their Area of Responsibility.

Acceptable Means of Compliance 2103(1)

Currency Requirements

1.   **Currency**. All Aircrew employed in flying appointments **should** maintain flying currency and practise their crew duties in at least one type of Air System that their Unit operates. Currency requirements for Commanders of Flying Units or Flight Operations post-holders **should** be sufficient to provide for their supervisory responsibilities.

2.   **Currency Lapses**. When Aircrew have been unable to remain in current flying practice they **should** receive a check sortie in order to permit them to return to flying or conduct the activity for which currency has lapsed, for example Night flying, and subsequently regain currency. ADH and AM(MF) **should** stipulate in orders: the requirements of the check sortie (for example live flying, synthetic or a mix); who may conduct the check sortie; the validity period attributable to the check sortie; and any further training required for Aircrew whose currency has lapsed. A written report of the check sortie **should** be recorded in the Aircrew training record.

3.   **Consecutive Check Sorties**. ADH and AM(MF) **should** stipulate in orders the maximum number of consecutive check sorties allowable without regaining currency before an independent assessment or period of re-training is required.

4.   **Multi-Type ►or Mk◄ Aircrew**. Where Aircrew routinely operate multiple Air Systems, ADH and AM(MF) **should** specify the applicability of hours and ►◄ events flown ►by type and Mk, to satisfy general, type or Mk currency.◄

Guidance Material 2103(1)

Currency Requirements

5.   **Currency Lapses.** The purpose of a check sortie is to allow a non-current individual to fulfil their normal crew duties without additional supervisory requirements whilst regaining currency. A check sortie itself does not necessarily constitute regaining of currency, ie individuals ►will◄ not be allowed to merely conduct back-to-back check sorties to be deemed current. Minimum requirements for currency as laid down in ADH or AM(MF) orders ►will◄ be met before an individual is deemed to be current. Consequently, following a check sortie, a period of consolidated flying might need to be completed to achieve currency.

6.   **Aircrew Multiple Competencies**. Demands on Aircrew competencies will vary according to tasks and roles. Nevertheless, Aircrew ►will◄ be ►◄ current to meet the demands of forthcoming tasks and roles. This might require limiting the number of Air Systems flown and might necessitate additional flying training and practice above the minimum stipulated.

Guidance Material 2103(1)	7. **Multi-Type ►or Mk◄ Aircrew**. In determining currency ►◄ equivalence between Air Systems, ADH and AM(MF) will need to consider such factors as: asymmetric characteristics; instrument / cockpit layouts; performance and handling; and Air System complexity.
Regulation 2103(2)	## Continuation Training 2103(2) ADH and AM(MF) **shall** specify in orders the minimum requirements of continuation training for Aircrew by type, ►Mk◄ and role.
Acceptable Means of Compliance 2103(2)	## Continuation Training 8. ADH and AM(MF) **should** specify, as a minimum, the frequency and content of periodic flight, simulator and ground training and maintain appropriate training records. 9. ►ADH and AM(MF) **should** stipulate in orders action to be taken if continuation training minima are not met.◄ 10. ADH and AM(MF) **should** promulgate orders or instructions detailing the entitlement to log Flying Hours and continuation training events in a multi-crew environment.
Guidance Material 2103(2)	## Continuation Training 11. **Test Pilot Continuation Training**. For Test Pilots, continuation training also permits the handling of an Air System on which they may not hold a Certificate of Qualification on Type to allow them to experience the flying or system characteristics of an unfamiliar type and to practise flight test techniques.