

Singapore Air Safety Publication Part 3 Flying Instructor Ratings

Publication of the
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FOREWORD

Pursuant to paragraphs 20(14) of the Air Navigation Order (ANO), this Singapore Air Safety Publication (SASP) contains the requirements for the grant of a Flying Instructor Rating or Assistant Flying Instructor Rating on a Singapore flight crew licence, to provide flying instruction to individuals who are qualifying for the issue of a Singapore flight crew licence and/or rating. The circumstances under which a Flying Instructor Rating is required are set out in paragraph 23 of the ANO. Paragraph 2 of the ANO and SASP Part D contains the definitions of some terms used in this document, to facilitate the interpretation of the requirements in this SASP.

2 Failure to comply with any of these requirements may result in suspension or the revocation of the licence/rating or the penalties as provided under the Thirteenth Schedule of the ANO.

3 Amendments to the SASP Part 3 will be notified through Notice of Amendment (NOA) and shall take effect from the date stipulated in the NOAs.

4 Queries pertaining to this publication should be referred to:

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CHAPTER 1 INSTRUCTOR RATING FOR AB-INITIO PILOT TRAINING

1.1 INTRODUCTION

1.1.1 The requirements described in this Chapter apply to holders of a Singapore Professional Pilot Licence who intend to give flying instruction leading to the issuance of a Singapore pilot licence.

1.2 PRIVILEGES ATTACHED TO THE RATINGS

1.2.1 The privileges of the Assistant Flying Instructor and Flying Instructor Ratings are set out in Part B of the Eighth Schedule 8 of the ANO for the time being in force.

1.2.2 The Assistant Flying Instructor Rating

1.2.2.1 The privileges of an Assistant Flying Instructor (AFI) Rating are specified in Part B of the Eighth Schedule of the ANO.

1.2.3 The Flying Instructor Rating

1.2.3.1 The privileges of a Flying Instructor (FI) Rating are specified in Part B of the Eighth Schedule of the ANO.

1.3 EXPERIENCE REQUIREMENTS (AEROPLANES)

1.3.1 Assistant Flying Instructor Course (Aeroplanes)

1.3.1.1 An applicant for entry to the AFI course shall apply in a form and manner prescribed by the DGCA and produce satisfactory evidence of having:

- (a) held at least a valid Commercial Pilot Licence (CPL) (Aeroplanes) for a minimum period of 12 months;
- (b) a valid Instrument Rating (Aeroplanes) included in his licence, if he is qualifying to instruct on Navigation or Instrument Rating Training;
- (c) completed at least 150 hours as pilot-in-command (PIC) of aeroplanes, including at least 30 hours in single-engine aeroplanes, and 35 hours of dual flight in aeroplanes;
- (d) completed at least 5 hours as PIC on the type of aeroplane to be included in his AFI rating.

1.3.2 FI Course / FI Upgrade Course (Aeroplanes)

1.3.2.1 An applicant for entry to the FI course shall apply in a form and manner prescribed by the DGCA and produce satisfactory evidence of having:

- (a) held at least a valid CPL(Aeroplanes) for a minimum period of 12 months;

- (b) a valid Instrument Rating (Aeroplanes) included in his licence, if he is qualifying to instruct on Navigation or Instrument Rating Training;
- (c) completed at least 400 hours as PIC of aeroplanes, including a minimum of 200 hours of instructional experience on aeroplanes and at least 6 months as an AFI(A), or as a Qualified Flying Instructor (QFI) in the Republic of Singapore Air Force;
- (d) completed at least 5 hours as PIC on the type of aeroplane to be included in his FI rating.

1.4 EXPERIENCE REQUIREMENTS (HELICOPTERS)

1.4.1 Assistant Flying Instructor Course (Helicopters)

1.4.1.1 An applicant for entry to the AFI course (Helicopters) shall apply in a form and manner prescribed by the DGCA and produce satisfactory evidence of having:

- (a) held at least a valid CPL (Helicopters) for a minimum period of 12 months;
- (b) a valid Instrument Rating (Helicopters) included in his licence, if he is qualifying to instruct on Navigation or Instrument Rating Training;
- (c) completed, at least 300 hours as PIC of Helicopters, including at least 15 hours in the 6 months immediately preceding the course;
- (d) completed at least 30 hours as PIC on the type of helicopter to be included in his AFI rating.

1.4.2 FI Course / FI Upgrade Course (Helicopters)

1.4.2.1 An applicant for entry to the FI course (Helicopters) shall apply in a form and manner prescribed by the DGCA and produce satisfactory evidence of having:

- (a) held at least a valid CPL (Helicopters) for a minimum period of 12 months;
- (b) a valid Instrument Rating (Helicopters) included in his licence; if he is qualifying to instruct on Navigation or Instrument Rating Training;
- (c) completed at least 500 hours as PIC of helicopters, including a minimum of 200 hours of instructional experience on helicopters; and at least 6 months as an AFI(H), or as a Qualified Helicopter Instructor (QHI) in the Republic of Singapore Air Force;
- (d) completed at least 30 hours as PIC on the type of helicopter to be included in his AFI rating.

1.5 INITIAL ISSUE

1.5.1. An AFI or FI course must be conducted by a Flying Instructor who is authorised to do so by the DGCA.

1.5.1.1 An AFI and FI course that qualifies a person to give flying instruction leading to the issuance of a Singapore professional pilot licence must be conducted at a Flying Training Organisation approved in accordance with SASP Part 10.

1.5.2 Assistant Flying Instructor Rating (Aeroplanes/Helicopters)

1.5.2.1 The application for an initial issue of the AFI Rating shall be made in a form and manner prescribed by the DGCA and the applicant must produce satisfactory evidence of having:

- (a) passed, unless otherwise exempted, a pre-entry written Examination and Flight Test conducted in a single-engine aircraft by a CAAS flight operations inspector or an Authorised Flight Examiner in the three months immediately preceding the date of commencement of the AFI Course;
- (b) completed an approved AFI course. The Course syllabus shall include the Instructor-Seat Conversion on Type, and unless otherwise approved, be followed by at least 50 hours of ground tuition and 25 hours of flight instruction;
- (c) passed the following tests in accordance with the Course Programme:
 - (i) Mass Brief Test on Effects of Controls (EOC)
 - (ii) Mass Brief Test on Straight and Level (S&L)
 - (iii) Pre-Flight Brief and Patterning Test on EOC and S&L, including taxiing
 - (iv) Mass Brief Test on Stalling
 - (v) Pre-Flight Brief and Patterning Test on Climbing & Descending, Turning and Stalling
 - (vi) Mass Brief Test on Normal Circuits
 - (vii) Pre-Flight Brief and Patterning Test on Normal and other Circuits
 - (viii) Mass Brief Test on Navigation
(not required for flying instructions to PPL holders with Navigation Restriction)
 - (ix) Pre-Flight Brief and Patterning Test on Navigation (not required for flying instructions to PPL holders with Navigation Restriction)

The above tests shall be completed within the approved course schedule, unless any prior approval for deviation had been granted by the DGCA. The course must be completed within 6 months from the date of commencement.

- (d) passed a post-flight oral examination on knowledge of Regulations and AFI Privileges to complete the initial AFI Rating course.

1.5.2.2 At the end of the AFI course, the applicant shall have demonstrated a level of knowledge of the training appropriate to the privileges granted to the holder of a AFI Rating covering the following:

- (a) Techniques of applied instruction.
- (b) Assessment of student performance in those subjects in which ground instruction is given.
- (c) The learning process.
- (d) Elements of effective teaching.
- (e) Student evaluation and testing, training philosophies.
- (f) Training programme development.
- (g) Lesson planning.
- (h) Classroom instructional techniques.
- (i) Use of training aids.
- (j) Analysis and correction of student errors.
- (k) Human performance and limitations relevant to flight instruction.
- (l) Hazards involved in simulating system failures and malfunctions in the aircraft.

1.5.2.3 The applicant shall also have at the end of the course received instructions in flight instructional techniques including demonstrations, student practices, recognition and correction of common student errors and have practised instrumental techniques in flight manoeuvres and procedures in which it is intended to provide flight instruction.

1.5.2.4 A maximum of 5 hours mutual flying may be credited to the AFI course. The pilot acting as instructor is to record the flight time as PIC, and the pilot acting as student is to record it as supernumerary.

1.5.2.5 The applicant for an AFI rating shall pass all prescribed flight tests and examinations within 12 months from the approval for him to attend the AFI course. Upon satisfaction of the applicant having met all specified requirements, the DGCA will grant an AFI rating in respect of the aircraft type for which the candidate is qualified to instruct. The Certificate of Flying Instructor Rating, which records the date of the final Flight Test undertaken and period of validity of the rating, will be included in the Pilot Licence.

1.5.3 Flying Instructor Rating (Aeroplanes/Helicopters)

1.5.3.1 The application for an initial issue of the FI Rating shall be made in a form and manner prescribed by the DGCA and the applicant must produce satisfactory evidence of having:

- (a) completed, unless otherwise exempted, an approved Flying Instructor Course /FI Upgrade Course within the specified time period from the date of commencement of the Course. The Course syllabus shall include the Instructor-Seat Conversion on Type;
- (b) passed the initial Flying Instructor Rating Tests. The Tests shall comprise a Mass

Brief followed by a Pre-Flight Brief and a Flight Patterning Test. The CAAS flight operations inspector or Authorised Flight Examiner will select the topic for the Briefs from the AFI Course syllabus. The Flight patterning Test shall include the topic briefed with a sampling of other exercises, plus a simulated 'student' First Solo assessment;

- (c) Passed a post-flight oral examination on knowledge of Regulations and FI Privileges to complete the initial FI Rating Test.

1.6 LIMITATIONS

1.6.1 The basic syllabus of the Instructor Course does not include instructions in applied Instrument Flying utilising radio navigation aids or instrument approaches, Navigation, Aerobatics or Night Flying, and an Assistant or Flying Instructor Rating will be endorsed with limitations in respect of such instructions until the applicant has met the following requirements.

1.6.2 Instrument Flying (Basic) and Aerobatics Instructor Ratings (Aeroplanes)

1.6.2.1 The applicant must successfully complete a course of flight and ground instruction in the appropriate subjects with an instructor approved by the DGCA, and must pass a test conducted by a CAAS flight operations inspector or an Authorised Flight Examiner. The basic Instrument Flying Instruction Course shall include at least 14 hours of Ground Tuition and 7 hours of Flight Instruction. The Aerobatics Course shall include at least 8 hours of Ground Tuition and 5 hours of Flight Instruction.

1.6.3 Navigation and Night Flying Instructor Ratings (Aeroplanes/Helicopters)

1.6.3.1 The applicant must successfully complete a course of flight and ground instruction in the appropriate subject with an instructor approved by the DGCA, and must pass a test conducted by a CAAS flight operations inspector or an Authorised Flight Examiner. The basic Navigation Instruction Course shall include at least 14 hours of Ground Tuition and 7 hours of Flight Instruction respectively. The Night Flying Instruction Course shall include at least 5 hours of Ground Tuition and 3 hours of Night Flying Instruction. (The requirement shall be 2 hours in the case of a Helicopter Instructor whose licence is not restricted to Day Flying only). The instructor is required to certify that the applicant is competent to give instruction in Night Flying.

1.7 ENDORSEMENT OF ADDITIONAL AIRCRAFT TYPES

1.7.1 Assistant Flying Instructors (Aeroplanes)

1.7.1.1 An AFI shall only instruct on the aircraft types endorsed on his Certificate of Flying Instructor Rating.

1.7.1.2 If his Licence and Rating contains only single-engine aeroplanes and he intend to include a new type of single-engine aeroplane, he must:

- (a) obtain that aircraft rating in Part I of the Aircraft Rating of his professional pilot Licence;

- (b) complete an approved AFI course for that aircraft type, and pass a Flight Test conducted by a CAAS flight operations inspector or an Authorised Flight Examiner;
- (c) complete at least 5 hours as PIC on that aircraft type to be included in his AFI rating.

1.7.1.3 If his Licence and Rating contains only single-engine aeroplanes and he intends to include a multi-engine aeroplane, he must;

- (a) obtain that aircraft rating in Part I of the Aircraft Rating of his professional pilot Licence;
- (b) complete at least 30 hours on multi-engine aeroplanes, of which up to 15 hours may be dual instruction. The remaining hours must be as PIC;
- (c) complete at least 5 hours as PIC on that aircraft type to be included in his AFI rating;
- (d) pass, unless otherwise exempted by the DGCA, a pre-Entry Flight Test on a multi-engine aeroplane conducted by a CAAS flight operations inspector or an Authorised Flight Examiner, in the three months immediately preceding the date of commencement of the multi-engine AFI Course;
- (e) pass the multi-engine conversion section of an approved AFI course. The Course syllabus shall include at least 15 hours of Ground Tuition and 7 hours of Flight Instruction;
- (f) in the case of the first multi-engine aeroplane to be endorsed in the Instructor Rating, pass an Instructor Rating Test on the Type conducted by a CAAS flight operations inspector. In the case of subsequent multi-engine aeroplanes, this Test may be conducted by a CAAS flight operations inspector or an Authorised Flight Examiner.

1.7.2 Flying Instructors (Aeroplanes)

1.7.2.1 An FI shall only instruct on the aircraft types endorsed on his Certificate of Flying Instructor Rating.

1.7.2.2 If his Licence and Rating contains only single-engine aeroplanes and he wishes to include a new type of single-engine aeroplane, he will be required to meet the same qualifying requirements as in the case of the AFI rating.

1.7.2.3 If his Licence and Rating include only single-engine aeroplanes and he intend to instruct on a multi-engine aeroplane, , he will be required to meet the same qualifying requirements as in the case of the AFI rating.

1.7.3 Assistant Flying Instructors (Helicopters)

1.7.3.1 An AFI shall only instruct on the aircraft types endorsed on his Certificate of Flying Instructor Rating.

1.7.3.2 If his Licence and Rating contains only single-engine helicopters and he intend to include a new type of single-engine helicopter, he must:

- (a) obtain that aircraft rating in Part I of the Aircraft Rating of his professional pilot Licence;
- (b) pass an Instructor Rating Test on the Type conducted by an Instructor authorised to give Helicopter Instructor Courses;
- (c) complete at least 5 hours as PIC on that aircraft type to be included in his AFI rating, except that for the first helicopter type over 2,300kg or the first Turbine-Engine helicopter type or the first multi-engine helicopter type, the requirement is 30 hours as PIC.

1.7.4 Flying Instructor (Helicopters)

- 1.7.4.1 An FI shall only instruct on the aircraft types endorsed on his Certificate of Flying Instructor Rating. The requirements for endorsement of a new Helicopter type in the FI rating are as set out in paragraph 1.7.3 above.

1.8 RENEWAL OF INSTRUCTOR RATINGS

- 1.8.1 The validity period of an AFI and FI Rating is specified in Part B of the Eighth Schedule of the ANO.
- 1.8.2 A pilot whose licence includes an AFI or FI rating shall not exercise the privileges of that rating unless the Certificate of Flying Instructor Rating is valid. The Certificate of Flying Instructor Rating is revalidated through an Instructor Rating Test conducted by a CAAS flight operations inspector or an Authorised Flight Examiner.
- 1.8.3 The application for the renewal of an AFI Rating shall include evidence of having passed a Mass Brief Test, a Pre-Flight Brief and Flight Patterning Test on any topic from the AFI Course.
- 1.8.4 The application for the renewal of an FI Rating shall include evidence of having passed a Pre-Flight Brief and Flight Patterning Test on any topic from the AFI Course.
- 1.8.5 An applicant for the renewal of an FI rating that has expired must undergo the initial FI Instructor Rating test, unless the DGCA otherwise requires.

1.9 EXCEPTIONS FOR RSAF PILOTS

- 1.9.1 The requirement to hold a valid Commercial Pilot Licence (CPL) for a minimum period of 12 months as specified in 1.3.1.1(a), 1.3.2.1(a), 1.4.1.1(a) and 1.4.2.1 (a) does not apply to an applicant who has qualified as a pilot in the Republic of Singapore Air Force for a minimum period of 12 months, based on his qualifications and experience on relevant aircraft. Such exemptions may be conditional upon satisfactory evidence of piloting experience in the Republic of Singapore Air Force, as determined by the DGCA.
- 1.9.2 An applicant who has qualified as a Qualified Flying Instructor in the Republic of Singapore Air Force may, based on his qualifications and experience on the relevant Class of Aircraft, be exempted from all or part of the Flying Instructor Course, Examinations or Tests specified in paragraph 1.5. If the applicant has not been tested by the Examining Unit of the Republic

of Singapore Air Force within the preceding twelve months, such exemptions may be conditional upon satisfactory completion of any part of the Instructor Course or Tests, as determined by the DGCA.

1.10 CONVERSION OF FOREIGN FLIGHT CREW LICENCE WITH A FLYING INSTRUCTOR RATING

1.10.1 A holder of a foreign flight crew licence with a flying instructor rating who wishes to convert to a Singapore equivalent shall submit the application for a Flying Instructor Course in a form and manner prescribed by the DGCA and produce satisfactory evidence of having:

- (a) met the licensing requirements and instructional experience as stated in paragraph 1.3.2 for FI(Aeroplanes) or paragraph 1.4.2 for FI(Helicopters);
- (b) sent at least 3 students for their first solo flights;

1.10.2 To obtain the FI rating on his licence, the applicant shall apply in a form and manner prescribed by the DGCA and produce satisfactory evidence of having met the requirements as stated in paragraph 1.5.3.

1.10.3 Conversion of an AFI Rating will normally not be considered.

1.11 FEES

1.11.1 The fees for the written examinations and flight tests are prescribed in the Twelfth Schedule of the ANO.

CHAPTER 2 INSTRUCTOR RATING FOR AIRCRAFT TYPE CONVERSION

2.1 INTRODUCTION

2.1.1 The requirements described in this Chapter apply to holders of a Singapore Air Transport Pilot Licence (ATPL) who are employed and nominated by their respective airlines or approved Type Rating Training Organisations (TRTO) to give flying instruction on aircraft type rating training to professional pilots for the grant of an aircraft type rating.

Note: Refer to Advisory Circular FCL-8 for guidance on the training course for an Instructor Rating for aircraft type conversion.

2.2 PRIVILEGES ATTACHED TO THE RATING

2.2.1 A FI rating for aircraft type conversion entitles the holder to give instructions for the grant of an Aircraft Type Rating on a Professional Pilots Licence

2.2.2 The validity period of the FI Rating is specified in Part B of the Eighth Schedule of the ANO.

2.3 EXPERIENCE AND KNOWLEDGE REQUIREMENTS

2.3.1 An applicant for entry to the FI course shall apply in a form and manner prescribed by the DGCA and produce satisfactory evidence of having:

- (a) completed at least 500 hours as PIC on the aircraft type for which the FI rating is sought;
- (b) completed at least 25 sectors on line as PIC of the aircraft type;
- (c) the application supported by his employer or prospective employer.

2.3.2 To be granted the FI rating, the applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a FI (Type Rating) covering the following:

- (a) Techniques of applied instruction;
- (b) Assessment of student performance in those subjects in which ground instruction is given;
- (c) The learning process;
- (d) Elements of effective teaching;
- (e) Student evaluation and testing, training philosophies;
- (f) Training programme development;
- (g) Lesson planning;
- (h) Classroom instructional techniques;
- (i) Use of training aids;
- (j) Analysis and correction of student errors;
- (k) Human performance and limitations relevant to flight instruction; and
- (l) Hazards involved in simulating system failures and malfunctions in the aircraft.

2.3.3 The applicant shall also receive instructions in flight instructional techniques including demonstrations, student practices, recognition and correction of common student errors and have practised techniques in flight manoeuvres and procedures in which it is intended to provide flight instruction.

2.4 INITIAL ISSUE

2.4.1 The application for the initial issue of a FI rating shall be made in a form and manner prescribed by the DGCA and produce satisfactory evidence of having:

- (a) completed an approved FI course;
- (b) passed the Flight Instructor (Type Rating) rating Flight Test, limited to Aircraft Type Conversion Training only;
- (c) the application supported by the Organisation.

2.4.2 The Certificate of Flying Instructor Rating, which records the date of the final Test undertaken and period of validity of the rating, will be incorporated in the Pilot Licence.

2.5 LIMITATIONS

2.5.1 The FI rating shall be exercised for Aircraft Type Conversion Training only.

2.5.2 The holder of a FI rating shall exercise the privileges of the rating on only one aircraft type at any one time.

2.6 ENDORSEMENT OF ADDITIONAL AIRCRAFT TYPES

2.6.1 FIs who wish to be instructors for the endorsement of new Aircraft Type on a FI Rating, the applicant must show evidence of having:

- (a) obtained the aircraft rating in Part I of the Aircraft Rating of his professional pilot Licence;
- (b) Completed at least 25 sectors on line as PIC on the new aircraft type ;
- (c) Successfully completed an approved FI course on the new aircraft type;
- (d) Passed the FI rating Flight Test on the new aircraft type;
- (e) the application supported by the Organisation;

2.6.2 For FIs forming the initial training establishment of a new aircraft fleet, the DGCA may exempt any or all of the above minimum experience, either absolutely or subject to conditions as he thinks fit.

2.7 RENEWAL OF INSTRUCTOR RATING

- 2.7.1 An FI rating in a professional pilot licence that is restricted to the giving of flying instruction in aircraft type conversion shall not be renewed if the holder of the professional pilot licence has attained the age of 65 years.
- 2.7.2 The application for the renewal of the FI rating shall be submitted prior to the expiry date of the rating and the applicant must show evidence of having;
- (a) passed the Flight Test for the renewal of the FI Rating; and
 - (b) the application supported by the Organisation;
- 2.7.3 A new Certificate of Flying Instructor Rating, recording the date of the final FI Rating Test undertaken and period of validity of the Rating, will be issued to replace the previous Certificate in the pilot Licence.

CHAPTER 3 INSTRUCTORS FOR MULTI-CREW PILOT LICENCE

3.1 INTRODUCTION

- 3.1.1 The requirements described in this Chapter apply to persons who intend to give flight instruction in an approved MPL training course.

3.2 REQUIREMENTS FOR FLYING INSTRUCTORS INSTRUCTING IN MPL TRAINING COURSE

- 3.2.1 Subject to paragraphs 3.2.2, 3.2.3 and 3.2.5, a holder of a valid FI rating who intends to instruct in an approved MPL training course shall:

- (a) have completed at least 15 hours as a pilot-in-command on the class or type of aeroplane, of which a maximum of 7 hours may be in an FSTD representing the class or type of aeroplane for which flight instruction for the MPL training course is to be given; or
- (b) passed an assessment of competence as an instructor on that class or type of aeroplane, and of knowledge of the competency-based approach to training, including the principles of threat and error management. The assessment shall consist of a practical demonstration of flight instruction in the appropriate phase of the MPL training course. This assessment shall be conducted by a person authorised by the DGCA.

- 3.2.2 In addition to paragraph 3.2.1, a holder of a valid FI rating who intends to give flight instruction in the core phase of the MPL training course, shall have completed at least 500 hours of flight time as a pilot on aeroplanes, including at least 200 hours of instructional experience on aeroplanes.

- 3.2.3 In addition to paragraph 3.2.1, a holder of a valid FI rating who intends to give flight instruction in the basic phase of the MPL training course shall:

- (a) hold a multi-engine aeroplane IR and the privilege to instruct for an IR; and
- (b) have at least 1500 hours of flight time in multi-crew operations, or as provided in paragraph 3.2.4.

- 3.2.4 In the case of an FI already qualified to instruct for the initial issue of a CPL(A)/IR, the requirement of 3.2.3(b) may be replaced by the completion of a structured course of training consisting of:

- (a) Multi crew co-operation qualification;
- (b) the observation of 5 sessions of flight instruction in the intermediate phase of an MPL course;
- (c) the observation of 5 sessions of flight instruction in the advanced phase of an MPL course; and

- (d) the observation of 5 operator recurrent line oriented flight training sessions,

Where the first 5 instructor sessions shall be made under the supervision of an FI qualified for MPL flight instruction.

3.2.5 In addition to paragraph 3.2.1, a holder of a valid FI rating who intends to give instruction in the basic, intermediate and advanced phases of an MPL training course for a Singapore AOC holder shall:

- (a) have experience in multi-pilot operations acceptable to the DGCA; and
- (b) have completed the initial crew resource management training conducted by that Air Operator Certificate holder in accordance with regulation 151 of the Air Navigation (121 - Commercial Air Transport by Large Aeroplanes) Regulations 2018.

3.2.6 In order to maintain the privileges as an FI for an MPL training course, the instructor shall have, within the preceding 12 months, conducted within an MPL training course:

- (a) one simulator session of at least 3 hours; or
- (b) one air exercise of at least 1 hour comprising at least 2 take-offs and landings.

3.2.7 If the instructor has not fulfilled the requirements of paragraph 3.2.6, before exercising the privileges to conduct flight instruction for the MPL, he shall:

- (a) receive refresher training at an ATO to reach the level of competence necessary to pass the assessment of instructor competencies; and
- (b) pass the assessment of instructor competencies as set out in paragraph 3.2.1 (b).