

## Differences and Familiarisation Training

### 1 Introduction

- 1.1 Before flying an aircraft with which the pilot is unfamiliar, the pilot should undertake '**familiarisation training**'. This training requires 'the acquisition of additional knowledge', and is usefully guided by an instructor such as a LAA Coach, although that is not a legal requirement.
- 1.2 '**Differences training**' requires 'the acquisition of additional knowledge and training on an appropriate training device or the aircraft'. This training is required specifically for certain differences between the aircraft to be flown and those on which the pilot became qualified, and its satisfactory completion **must be certified** by an LAA Coach or other qualified instructor.
- 1.3 Although completed differences training, or past logbook experience as pilot in command of such an aircraft, legally allows the pilot to continue to fly such single engine piston aeroplanes without specific re-training, the LAA advises pilots who have not exercised a particular difference for some time to seek the assistance of a Coach. It should be noted that, with the exception of EFIS training, differences training on single engine aeroplanes is not valid on multi-engine aeroplanes, which also have specific revalidation requirements.

### 2 PART-FCL and UK licence holders (not NPPL)

- 2.1 The UK CAA requires differences training to be completed before exercising the privileges of a Part-FCL licence on variants of EASA SEP aeroplanes which possess any of the following characteristics:
  - A variable pitch propeller
  - Retractable undercarriage
  - A turbocharged or supercharged piston engine
  - A cabin pressurisation system
  - A tailwheel
  - Single power lever control (SPLC)
  - Electronic flight instrumentation system (EFIS)
- 2.2 Differences training is also required when converting to simple (non-hybrid, non-distributed power) electrically powered aeroplanes, particularly the Pipistrel Velis Electro. Aeroplanes with turbo-prop engines are a different Class, as are more complex electric aeroplanes.
- 2.3 Differences training should also be given when converting to a different type of EFIS, or from an aircraft possessing EFIS to one with traditional instruments.

### 3 NPPL holders

- 3.1 Differences training is required when converting to SSEA variants with any of the characteristics at para 2, and also to aeroplane variants
- with a tricycle undercarriage, or
  - capable of cruising flight in excess of 140 knots indicated airspeed.

### 4 Coaching differences training

- 4.1 A FI or CRI who has already completed differences training, or has previous logbook evidence of operating aeroplane variants with the characteristic, may instruct a pilot for differences training and certify the completion in the pilot's logbook. However, it is advised that Coaches who are not in current practice on the characteristic to be trained should be allowed to refresh themselves on the aircraft before giving flying instruction.
- 4.2 CAP 804 Part I, Section 4, part H, subpart 1, paragraph 4.3, gives comprehensive guidance on the differences training required in the air and on the ground for most characteristics. Coaches should adjust that guidance for individual aircraft, but remember that the certificate will cover all single engine aeroplanes with the characteristic, so aspects which do not apply to the particular aircraft should also be covered during the training.
- 4.3 The time and flying hours required to complete such differences training will vary with the pilot's previous experience and the complexity of the training required.

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