



NOTICE TO COACHES CSD 1.16

October 2020

TRAINING IN AIRCRAFT WITH BRAKES AT P1 POSITION ONLY

Following two recent incidents with LAA Coaches conducting training from a position with no brakes, I would like to highlight the recommended procedure should you encounter this need.

Type conversions:

1. The first sortie **MUST** be conducted with the coach in the P1 position (with brakes). This is in order to ensure the student is capable of maintaining directional control throughout the landing phase.
2. Sufficient training must be conducted in ground operations to ensure the student can maintain directional control throughout the landing roll. Emphasis should be on transition from aerodynamic control to use of tailwheel steering and/or appropriate brakes (if required) in any case, but is extremely important in the case of aircraft with limited or no tailwheel steering. This may require the student to operate several sorties from the non-P1 position.
3. It is recommended that grass runways be used for initial training, since this provides greater directional stability throughout the landing roll.
4. Consideration must be given to the weather conditions, and utilising an appropriate crosswind limit in which the coach can maintain directional control without the use of brakes.
5. For the 'one hour with an instructor' for Class Rating Revalidation, you must exercise your judgement as Pilot-in-Command given the aircraft type, runway surface, and weather conditions, as to which seating station you occupy.