

# General Aviation Pilot Licensing Review

## AMC and GM to the UK Balloon Regulation

A consultation

CAP 3095



# Contents

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Please reply to this consultation via our website: <https://consultations.caa.co.uk> by **6<sup>th</sup> May 2025**.

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# Introduction

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## Using this document

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1. This document contains proposed changes and additions to the Acceptable Means of Compliance (AMC) and Guidance Material (GM) associated with UK Regulation (EU) No 2018/395 (the UK Balloon Regulation).
2. Changes are indicated by:
  - New text – underlined in red
  - Removed text – ~~strikethrough~~
  - Unchanged text omitted for brevity – (...)
3. Draft changes to the regulations are included for context where appropriate, however these have not yet been finalised and may be subject to change.
4. Links to the existing text of the [UK Balloon Regulation](#) within the [Aviation Regulatory Library](#) are included where appropriate.
5. Questions to obtain feedback on the changes are included throughout the document, please answer via the [online response tool](#).

## About you

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### Consultation Question 1

Please indicate if you participate in aviation and in what capacity (select all that apply):

- GA balloon flight crew licence holder or student: PPL(BA), BPL, CPL(B)
- GA balloon instructor or examiner
- Other GA aircraft flight crew licence holder or student e.g. PPL(A), PPL(H), BPL, SPL etc
- Other aviation flight crew licence holder including e.g. CPL(A), ATPL, military
- Other aviation licence holder or professional, e.g. other aircrew, air traffic controller, aircraft maintenance etc
- Aircraft operator or training organisation management
- GA-related industry, e.g. insurance, manufacturer, distributor, aerodrome etc  
Please specify: \_\_\_\_\_
- Position within a government, regulatory or related body
- Position within an aviation representative or professional body
- Frequent passenger in GA aircraft
- None of the above, but I consider myself affected by GA licensing; e.g. local resident, etc
- None of the above: I do not participate aviation, but have an interest in these issues

### Consultation Question 2

Is your response the formal submission of an organisation?

- No
- Yes: organisation: \_\_\_\_\_

We would normally expect only one submission per organisation.

# Proposed changes to AMC and GM

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## AMC1 BFCL.015 Application for and issue, revalidation and renewal of a BPL as well as associated privileges, ratings and certificates

### APPLICATION AND REPORT FORMS

Application and report forms can be found as follows: on the CAA website.

~~(a) for skill tests and proficiency checks for the balloon pilot licence (BPL) as well as for the commercial operation rating, in AMC1 BFCL.410(b)(3); and~~

~~(b) for the assessment of competence for the flight instructor (balloon) FI(B), in AMC3 BFCL.345.~~

## BFCL.035 Crediting of flight time

---

1. The crediting of coaching time towards BFCL.130(b) and (c) will be included in AMC1 BFCL.050 Recording of flight time.

## AMC1 BFCL.050 Recording of flight time

(...)

(b) Logging of time

(1) PIC flight time

- (i) Holders of a licence may log as PIC time all of the flight time during which they are the PIC.
- (ii) Applicants for or holders of a BPL may log as PIC time all supervised solo flight time as well as flight time of successfully completed skill tests and proficiency checks, provided that the logbook entry is signed by the supervising instructor or examiner, as applicable.
- (iii) Holders of an FI(B) certificate may log as PIC all flight time during which they act as an instructor in a balloon.
- (iv) Holders of an FE(B) certificate may log as PIC all flight time during which they acts as an examiner in a balloon.

(2) Instruction time

A summary of all time logged by an applicant for a licence or rating as flight instruction may be logged if certified by the appropriately rated or authorised instructor from whom it was received.

(3) Coaching time

A summary of all time logged by an applicant, for the gaining of a licence, as coaching time, may be logged if certified by the appropriately rated and experienced BPL holder who was acting as PIC of the flight in accordance with BFCL.130(c).

(...)

### Consultation Question 3

Please enter any comments you may have on the crediting of coaching time.

## **BFCL.130 BPL – Training course and experience requirements**

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1. Amendments to BFCL.130 to include training completed under the supervision of an FI(B) as well as courses offered at ATO's and DTO's.
2. Introduction of the acceptance of coaching time towards the issue of a BPL.
3. Addition of the tethered flights to the initial training for hot-air balloons. This is due to the tethered rating being removed from the licence.

### **AMC1 BFCL.130 BPL – Training course and experience requirements**

#### **THEORETICAL KNOWLEDGE INSTRUCTION FOR THE BPL**

##### (a) General

The training should cover aspects related to non-technical skills in an integrated manner, taking into account the particular risks associated with the licence and the activity. The theoretical knowledge instruction provided by the declared training organisation (DTO), or approved training organisation (ATO) or FI(B) should include a certain element of formal classroom work but may also include other methods of delivery — for example, interactive video, slide or tape presentation, computer-based training and other media distance-learning courses. The training organisation or FI(B) responsible for the training has to check whether all the appropriate elements of the training course of theoretical knowledge instruction have been completed to a satisfactory standard before recommending the applicant for the examination.

(...)

### **AMC2 BFCL.130 BPL — Training course and experience requirements**

#### **FLIGHT INSTRUCTION FOR THE BPL**

(...)

##### (c) Syllabus of flight instruction (hot-air balloon)

##### (3) List of exercises

(...)

Exercise 6A: Take-off in ~~different~~ wind conditions less than 8 knots

(...)

~~(vii) take-off in wind of different speeds, with and without shelter; and~~

~~(viii) preparation for false lift.; and~~

~~(viii) discussion about use of the parachute immediately after take-off.~~

Exercise 6B: Take-off in wind conditions greater than or equal to 8 knots

(i) pre-take-off checks and briefings;

(ii) heating for controlled climb;

(iii) assessment of lift;

(iv) use of quick release;

(v) assessment of wind and obstacles;

(vi) preparation for false lift; and

(vii) discussion about use of the parachute immediately after take-off.

Exercise 7: Climb to level flight

(...)

(iv) maximum rate of climb according to the manufacturer's flight manual;

and

(v) levelling off at selected altitude.; and

(vi) flight to a minimum of 5,000 ft above ground level.

(...)

Exercise 14: Approach from high level

(...)

(v) use of ~~ballast~~ burner and parachute ~~or valve~~;

~~(vi) use of trail rope (if applicable);~~

(vii) look-out procedures; and

(viii) missed approach and fly on.

(...)

Exercise 16A: Landing in ~~different~~ wind conditions less than 8 knots

(...)

~~(iv) turbulence (in the case of landings with high wind speed only);~~

(iv) use of burner and pilot lights;



- (vi) use of parachute (or other deflation system) and turning vents (if applicable);
- (vii) look-out procedures;
- (viii) dragging and deflation;
- ~~(ix)~~ landowner relations; and
- (ix) airmanship.

Exercise 16B: Landing in wind conditions greater than or equal to 8 knots

- (i) pre-landing checks;
- (ii) passenger pre-landing briefing;
- (iii) selection of field;
- (iv) turbulence (in the case of landings with high wind speed only);
- (v) use of burner and pilot lights;
- (vi) use of parachute (or other deflation system) and turning vents (if applicable);
- (vii) look-out procedures;
- (viii) dragging and deflation;
- (ix) landowner relations; and
- (x) airmanship.

(...)

(d) Syllabus of flight instruction (gas balloon)

(...)

(3) List of exercises

(...)

Exercise 6A: Take-off in ~~different~~ wind conditions less than 8 knots

- (i) pre-take-off checks and briefings;
- (ii) transfer of load from ground anchors or ground ballast onto airframe;
- (iii) preparation for controlled climb;
- ~~(iv)~~ 'hands off and hands on' procedure for ground crew;
- (iv) assessment of wind and obstacles;
- ~~(v) take-off in wind of different speeds, with and without shelter; and~~

(vi) preparation for false lift.

Exercise 6B: Take-off in wind conditions greater than or equal to 8 knots

(i) pre-take-off checks and briefings;

(ii) transfer of load from ground anchors or ground ballast onto airframe;

(iii) preparation for controlled climb;

(iv) 'hands off and hands on' procedure for ground crew;

(v) assessment of wind and obstacles; and

(vi) preparation for false lift.

Exercise 7: Climb to level flight

(...)

(iii) maximum rate of climb according to the manufacturer's flight manual; and

(iv) levelling off at selected altitude; and

(v) flight to a minimum of 5,000 ft above ground level.

(...)

Exercise 16A: Landing in ~~different~~ wind conditions less than 8 knots

(...)

~~(iv) turbulence (in the case of landings with high wind speed only);~~

(iv) use of ballast and parachute or valve;

(vi) look-out procedures;

(vii) use of rip panel;

(viii) dragging;

~~(ixviii)~~ deflation;

(ix) avoidance of electrostatic discharge; and

(xi) landowner relations.

Exercise 16B: Landing in wind conditions greater than or equal to 8 knots

(i) pre-landing checks;

(ii) passenger pre-landing briefing;

(iii) selection of field;

(iv) turbulence (in the case of landings with high wind speed only);

- (v) use of ballast and parachute or valve;
- (vi) look-out procedures;
- (vii) use of rip panel;
- (viii) dragging;
- (ix) deflation;
- (x) avoidance of electrostatic discharge; and
- (xi) landowner relations.

(...)

### **(new) AMC3 BFCL.130 Training course and experience requirements**

#### **TRAINING COURSE SUPERVISED BY FI(B)**

- (a) Where the FI(B) is responsible for the supervision of training, the FI(B) shall ensure that the applicant completes the training course.
- (b) The FI(B) is responsible for maintaining training records and making these available to the examiner in accordance with point BFCL.030(b).
- (c) The FI(B) shall keep for each individual student the following records throughout the training course and for three years after completion of the last training session:
  - (1) Details of ground and flight training;
  - (2) Information on individual progress;
  - (3) Information on the licences and associated ratings relevant to the training provided, including expiry dates of ratings and medical certificates or declarations.
- (d) The FI(B) shall, in accordance with the applicable law on the protection of personal data, store the records referred to in point (c) in a manner that ensures protection by appropriate tools and protocols and take the necessary measures to restrict the access to those records to persons who are duly authorised to access them.
- (e) Upon request by the CAA, the FI(B) shall make available all records and reports, and any other information, as required, for oversight activities.
- (f) If the applicant changes to a different supervising FI(B) during their training, the training records shall be transferred to the new supervising FI(B).
- (g) Training records can be kept in paper or electronic format.
- (h) The training should follow a training programme acceptable to the CAA, and include:
  - (1) the aim of the course;

- (2) crediting of previous experience and pre-entry requirements (including appropriate procedures for students that wish to complete their training after having started at a different training organisation or with a different FI(B));
- (3) a syllabus summary;
- (4) structure and content of the theoretical knowledge instruction;
- (5) structure of the entire course and integration of theoretical knowledge instruction and flight training;
- (6) student progress checks for theoretical knowledge and flight training, as appropriate.

### **(new) AMC1 BFCL.130(c) Training course and experience requirements** **FLIGHT INSTRUCTION FOR HOT-AIR BALLOON TETHERED FLIGHTS**

The instruction flights should cover the following training items:

- (a) ground preparations;
- (b) weather suitability;
- (c) tether points:
  - (1) upwind; and
  - (2) downwind;
- (d) tether ropes (at least a three-point system, as per the applicable flight manual);
- (e) maximum all-up-weight limitation;
- (f) crowd control;
- (g) pre-take-off checks and briefings;
- (h) heating for controlled lift off;
- (i) 'hands off and hands on' procedure for ground crew;
- (j) assessment of lift;
- (k) assessment of wind and obstacles;
- (l) take-off and controlled climb (at least up to 60 ft (20 m)); and
- (m) passenger exchange procedures.

### **(new) GM1 BFCL.130(c) Training course and experience requirements**

#### **TETHERED ACTIVITY WITHOUT TAKING OFF**

A tethered activity where the balloon basket does not leave the ground, is not considered a flight. Such an activity is not eligible to count for initial training for tethered hot-air balloon flight.

#### Consultation Question 4

Please enter any comments you may have on the amendments to AMC.130 or the additional AMC/GM for BFCL.130.

### **BFCL.135 BPL – Theoretical knowledge examinations**

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1. Inclusion of FI(B) in all instances where ATO or DTO are mentioned.
2. Other minor grammatical amendments.

#### **AMC1 BFCL.135 BPL – Theoretical knowledge examinations**

(...)

(c) (...)

\* Content as relevant for either hot-air balloons or gas balloons, depending on the class privileges sought. These four subjects may be combined in one single examination paper that comprises 10 questions per subject (40 in total) and has a duration of 80 minutes. ~~In any case, the pass rate as per point BFCL.135(c)(1) needs to be achieved for each subject.~~

(...)

#### Consultation Question 5

Please enter any comments you may have on the amendments to AMC1.135

### **BFCL.150 BPL – Extension of privileges to another balloon class or group**

---

1. Inclusion of FI(B) in all instances where ATO or DTO are mentioned.
2. Amendments to the requirements to gain the mixed balloon class.

#### **(new) AMC1 BFCL.150(e) BPL – Extension of privileges to another balloon class or group**

##### THEORETICAL KNOWLEDGE INSTRUCTION FOR EXTENSION OF PRIVILEGES TO THE MIXED BALLOON CLASS

(a) General

The training should cover aspects related to non-technical skills in an integrated manner, taking into account the particular risks associated with the licence and the activity. The theoretical knowledge instruction delivered in a course (that has been accepted by the CAA) should include a certain element of formal classroom work but may also include other methods of delivery — for example, interactive video, slide or tape presentation, computer-based training and other media distance-learning courses. The individual responsible for the training has to check whether all the appropriate elements of the training course of theoretical knowledge instruction have been completed to a satisfactory standard before recommending the applicant for the addition of the rating.

(b) Syllabus

The following table contains the syllabus for theoretical knowledge instruction for the mixed balloon class:

Note: The following syllabus is considered to be the minimum required. It is likely that other topics would be included during training, as appropriate to the activity that will be undertaken.

Syllabus for theoretical knowledge instruction for the mixed balloon class

<u>1.</u>	<u>AIRCRAFT GENERAL KNOWLEDGE</u>
<u>1.1.</u>	<u>Envelope</u>
<u>1.1.1.</u>	<u>Rozière envelope structures</u>
<u>1.1.2.</u>	<u>Envelope control systems</u>
<u>1.1.3.</u>	<u>Envelope instrumentation</u>
<u>1.2.</u>	<u>Gondola</u>
<u>1.2.1.</u>	<u>Types of gondola</u>
<u>1.3.</u>	<u>Burners</u>
<u>1.3.1.</u>	<u>Difference between Rozière Burners and standard hot-air balloon burners</u>
<u>1.3.2.</u>	<u>Duplication of burners and separate liquid burners</u>
<u>1.3.3.</u>	<u>Fuel requirements</u>
<u>1.3.4.</u>	<u>Practical exercise in burner operation</u>
<u>1.4.</u>	<u>Fuel cylinders</u>
<u>1.4.1.</u>	<u>Types of fuel cylinder</u>
<u>1.4.2.</u>	<u>Valves, gauges and other fittings</u>

2. FLYING PROCEDURES

2.1. Inflation

2.1.1. Layout and inspection

2.1.2. Gas filling

2.2. Take-Off

2.2.1. Temperature stabilisation

2.2.2. Use of ballast or heat

2.3. Control in flight

2.3.1. Day flying (AM)

2.3.2. Day flying (PM)

2.3.3. Night flying (first night)

2.3.4. Night flying (second and subsequent nights)

2.3.5. Use of autopilots and altitude alarms

2.3.6. Use of ballast

2.3.7. Safety when dropping indivisible ballast

2.3.8. Effect of clouds

2.3.9. Ice formation from products of combustion

2.3.10. Gas Laws

2.3.11. Altitude excursions to establish wind profile

2.3.12. Procedure when maximum altitude is required

2.4. Landing

2.4.1. Landfall timing and planning

2.4.2. Conversion to hot-air mode

3. EMERGENCY PROCEDURES

3.1. Helium loss (gradual)

3.2. Helium loss (sudden)

3.2.1. Conversion to hot-air or parachute mode

3.2.2. Use of parachutes

<u>3.3.</u>	<u>Failure of the Gas Valve</u>
<u>3.3.1.</u>	<u>Gas valve fails open</u>
<u>3.3.2.</u>	<u>Gas valve fails closed</u>
<u>3.4.</u>	<u>Sea landings</u>
<u>3.4.1.</u>	<u>Emergency communications</u>
<u>3.4.2.</u>	<u>Preparation – jettisonable items</u>
<u>3.4.3.</u>	<u>Envelope cutaway</u>
<u>3.5.</u>	<u>Fire on the ground</u>
<u>3.6.</u>	<u>Fire in the air</u>

### Consultation Question 6

Please enter any comments you may have on the new AMC for BFCL.150(e) BPL – Extension of privileges to another balloon class or group

## **BFCL.160 BPL – Recency requirements**

---

1. We have recommended a change to BFCL.160 BPL – Recency requirements in our Opinion and Instruction Document (OID) to the Secretary of State. The draft text is below:

### **BFCL.160 BPL – Recency requirements**

a) A BPL holder shall only exercise the privileges of his or her licence if he or she has completed in ~~the relevant~~ a single balloon class:

(1) either:

(i) within the last 24 13 months before the planned flight, at least ~~six hours of flight time as PIC, including 10 take-offs and landings,~~ 5 flights, each of not less than 5 minutes in duration, as PIC or flying dual or solo under the supervision of an FI(B); and

(ii) within the last 48 months before the planned flight, at least one training flight with an FI(B); or

(2) within the last 24 months before the planned flight, a proficiency check in accordance with ~~point~~ paragraph (c)(3).

b) ~~In addition to the requirements in paragraph (a),~~



(1) subject to paragraph (2), in the case of a pilot who is qualified to fly more than one class of balloons, in order to exercise his or her privileges in the other balloon class or the other balloon classes, he or she ~~shall~~ must have completed at least three flights or three hours of flight time, as PIC or flying dual or solo under the supervision of an FI(B), on each additional balloon class within the last 24 months.

(2) Where the pilot holds the mixed balloon class, the privileges may be exercised if:

(i) they are exercised in compliance with paragraph (a) or (b)(1) with respect to the hot-air class, and

(ii) a course of theoretical knowledge training relating to the mixed class has been completed in the last five years.

c) A BPL holder who does not comply with the requirements in paragraph (a)(1) and, if applicable, (b), before resuming the exercise of his or her privileges, shall:

(1) if not in compliance with the flights described in paragraph (a)(1)(i) or (b), conduct the balance of the required flights under the supervision of an FI(B); or

(2) if not complying with paragraph (a)(1)(ii), conduct a training flight with an FI(B); or

(3) if not complying with any of the activities described in paragraph (a)(1), pass a proficiency check with an FE(B) in a balloon that represents the relevant class.

d) After complying with paragraph (a), (b) or (c), as applicable, a BPL holder with privileges to fly hot-air balloons shall exercise his or her privileges only on hot-air balloons that represent:

(i) the same group of hot-air balloons in which the training flight as specified in paragraph (a)(1)(ii) or the proficiency check as specified in paragraph (c)(3), as applicable, have been completed, or a group with a smaller envelope size; or

(ii) group A of hot-air balloons in cases where a pilot, in accordance with paragraph (b), has completed the training flight as specified in paragraph (a)(2) in a balloon class other than hot-air balloons.

e) The completion of the dual flights, the flights under supervision and the training flight as specified in paragraph (a)(1), ~~and~~ (b), (c)(1) and (c)(2), as well as the proficiency check as specified in paragraph (c)(3) shall be entered in the logbook of the pilot and signed by, in the case of paragraphs (a)(1), ~~and~~ (b), (c)(1) and (c)(2), the responsible FI(B) and, in the case of paragraph (c)(3), the responsible FE(B).

f) A BPL holder, that holds also the privileges for commercial non-passenger operations as specified in point BFCL.215 of Subpart ADD of this Annex, shall be deemed to comply with the requirements of:

(1) paragraph (a) and, if applicable, (b), in case he or she has completed a proficiency check skill test in accordance with point BFCL.215(d)(2)(i)(b)(4) in the relevant balloon class or classes within the last 24 months; or

(2) paragraph (a)(1)(ii), in case he or she has completed one of the two training flights with an FI(B) as specified in point BFCL.215(d)(2)(ii) (b)(3A) in the relevant balloon class within the last 24 months.

In the case of the hot-air balloon class, limitations specified in paragraph (d), concerning the privileges to operate different classes of balloons, shall apply, depending on the balloon class used for complying with paragraphs (f)(1) or (f)(2).

g) A BPL holder, that also holds the privileges for commercial passenger operations as specified in point BFCL.220 of Subpart ADD of this Annex, shall be deemed to comply with the requirements of:

(1) paragraph (a) and, if applicable, (b) in case he or she has completed a proficiency check in accordance with point BFCL.220(d)(3)(i) or (ii) in the relevant balloon class or classes within the last 24 months; or

(2) paragraph (a)(1)(ii), in case he or she has completed the supervised flight as specified in point BFCL.220(d)(2)(ii) in the relevant balloon class within the last 24 months.

In the case of the hot-air balloon class, limitations specified in paragraph (d), concerning the privileges to operate different classes of balloons, shall apply, depending on the balloon class used for complying with paragraphs (f)(1) or (f)(2).

## AMC1 BFCL.160 BPL – Recency requirements

CREDITS FOR FLIGHT TIME COMPLETED ON BALLOONS AS PER ARTICLE 2(8) OF AS WELL AS ANNEX I TO THE BASIC REGULATION

(...)

(b) a balloon that is used for a training flight with an instructor is an aircraft as per points 1(a), 1(b), 1(c) or 1(d) of Annex I to the Basic Regulation ~~that is subject to an authorisation specified in point ORA.ATO.135 of Annex VII (Part-ORA) or point DTO.GEN.240 of Annex VIII (Part-DTO) to UK Regulation (EU) No 1178/2011.~~

## (new) AMC1 BFCL.160(a)(1)(i) BPL – Recency requirements

CRITERIA FOR RECENCY FLIGHTS AS PIC

(a) In order to count as a flight in terms of point BFCL.160(a)(1)(i), the flight should:

(1) have a duration of at least 5 minutes;

(2) reach the minimum standard flight altitude as per point (f) of point SERA.5005 of the Annex to UK Regulation (EU) No 923/2012; and

(3) be completed by a full stop of the basket on the ground.

(b) Every flight phase that complies with points (1) to (3) of point (a) during a single balloon operation should be deemed as a separate flight.

2.1 Minor spelling amendment in the below AMC.

### AMC1 BFCL.160(a)(1)(ii) BPL – Recency requirements

TRAINING FLIGHT

(...)

(d) At the discretion of the flight instructor, non-fare-paying passengers are accepted on board of the balloon during such training flights, provided that:

- (1) passengers are made aware that the intended flight will be a training flight; and
- (2) abnormal and emergency procedures are practised on the ground and without passengers on board.

### (new) AMC1 BFCL.160(b)(2) BPL – Recency requirements

THEORETICAL KNOWLEDGE REFRESHER TRAINING FOR THE MIXED BALLOON CLASS

For the refresher training as per point BFCL.160(b)(2), the content of the training course as set out in AMC1 BFCL.150(e) should be used.

#### Consultation Question 7

Please enter any comments you may have on the amendments to the AMC for BFCL.160

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#### Consultation Question 8

Please enter any comments you may have on the new AMC for BFCL.160

## BFCL.215 and BFCL.220

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1. Changes to BFCL.215 to accommodate the separation of the Commercial Operation rating into two separate ratings.
2. BFCL.215 will now become the requirements for the commercial non-passenger operation rating.
3. Addition of BFCL.220 to include the requirements for the commercial Passenger operation rating.
4. We have therefore recommended a change to [BFCL.215 Commercial operation rating in](#) our OID to the Secretary of State. The draft text is below:

**BFCL.215 Commercial non-passenger operation rating**

- a) A BPL holder shall exercise the privileges of his or her licence during commercial non-passenger operations with balloons if he or she holds a commercial non-passenger operation rating in accordance with this point.
- b) An applicant for a commercial non-passenger operation rating shall:
- 1) have attained the age of 18 years;
  - 2) have completed 50 hours of flight time and 50 take-offs and landings as PIC on balloons;
  - 3) have the privileges for the class of balloon in which the privileges of the commercial operation rating will be exercised; ~~and~~
  - 3A) have completed a commercial non-passenger operation rating training course at an ATO or DTO, which shall include at least two training flights with an FI(B) who holds either a commercial non-passenger operation rating or a commercial passenger operation rating, and a ground training course; and
  - 4) have passed a skill test on the relevant class of balloon during which he or she shall demonstrate to an FE(B) the competence required for commercial non-passenger balloon operations.
- ba) The requirement for an applicant for a commercial non-passenger operation rating to have completed a commercial non-passenger operation rating training course, as set out in paragraph (b)(3A), will not take effect until 1 October 2027.
- c) The privileges of the commercial non-passenger operation rating shall be limited to the class of balloon in which the skill test in accordance with paragraph (b)(~~3~~)(4) has been completed. The privileges shall be extended upon application to another class of balloon if, in that other class, the applicant complies with paragraph (b)(3) and (b)(~~4~~)(4).
- d) ~~A pilot who holds a commercial operation rating shall exercise the privileges of that rating in commercial passenger ballooning only if he or she has completed:~~
- 1) ~~within the 180 days preceding the planned flight:~~
    - (i) ~~at least three flights as PIC in balloons, of which at least one shall be in a balloon of the relevant class; or~~
    - (ii) ~~one flight as PIC in a balloon of the relevant class under the supervision of an FI(B) who is qualified in accordance with this point; and~~
  - 2) ~~within the 24 months preceding the planned flight:~~
    - (i) ~~a proficiency check, in a balloon of the relevant class, during which he or she shall demonstrate to an FE(B) the competence required for commercial passenger ballooning; or~~

- ~~(ii) a refresher course at an ATO or a DTO, tailored to the competence required for commercial balloon operations, including at least six hours of theoretical knowledge instruction and one training flight in a balloon of the relevant class with an FI(B) who is qualified for commercial balloon operations in accordance with this point.~~
- ~~e) To maintain the privileges of the commercial operation rating for all balloon classes, a pilot who holds a commercial operation rating with privileges extended to more than one class of balloons shall comply with the requirements in paragraph (d)(2) in at least one class of balloons.~~
- ~~f) A pilot who complies with paragraph (d) and holds a commercial operation rating for the hot-air balloon class shall exercise the privileges of that rating in the hot-air balloon class only on balloons that represent:
  - ~~(i) the same group of the hot-air balloon in which the proficiency check as specified in paragraph (d)(2)(i) or the training flight as specified in paragraph (d)(2)(ii), have been completed; or~~
  - ~~(ii) a hot-air balloon group with a smaller envelope size.~~~~
- ~~g) The completion of the flight under supervision as specified in paragraph (d)(1)(ii), the proficiency check as specified in paragraph (d)(2)(i) and the refresher training course as specified in paragraph (d)(2)(ii) shall be entered in the logbook of the pilot and shall be signed by the head of training of the ATO or the DTO, or the FI(B) or the FE(B) that is responsible for the training course, the supervision or the proficiency check, as applicable.~~
- ~~h) A pilot who has completed an operator proficiency check in accordance with point BOP.ADD.315 of Annex II (Part-BOP) to this Regulation shall be deemed to comply with paragraph (d)(2)(i).~~

### **(new) BFCL.220 Commercial passenger operation rating**

- a) A BPL holder may exercise the privileges of his or her licence on commercial passenger operations only if he or she holds a commercial passenger operation rating in accordance with this point.
- b) An applicant for a commercial passenger operation rating must:
  - (1) have attained the age of 18 years;
  - (2) have completed 100 hours of flight time and 100 take-offs and landings as PIC on balloons;
  - (3) have the privileges for the class of balloon in which the privileges of the commercial passenger operation rating will be exercised;
  - (4) have completed a commercial passenger operation rating training course at an ATO or DTO, which must include at least two flights with an FI(B) who holds a

commercial passenger operation rating, and a ground course which must include at least the content of the training course referred to in (d)(4); and

(5) have passed a skill test on the relevant class of balloon during which he or she must demonstrate to an FE(B) the competence required for commercial passenger balloon operations.

c) The privileges of the commercial passenger operation rating will be limited to the class of balloon in which the skill test in accordance with paragraph (b)(5) has been completed. The privileges will be extended upon application to another class of balloon if, in that other class, the applicant complies with paragraph (b)(3) and (b)(5).

d) A pilot who holds a commercial passenger operation rating may exercise the privileges of that rating only if he or she has completed:

(1) prior to the planned flight:

(i) for commercial passenger ballooning in hot-air balloon group A or gas balloon or mixed balloon or hot-air airship: 100 hours as PIC in balloons;

(ii) for commercial passenger ballooning in hot-air balloon group B: 110 hours as PIC in balloons, of which at least 10 hours must be commercial passenger ballooning flights in hot air balloons in group A;

(iii) for commercial passenger ballooning in a hot-air balloon group C: 200 hours as PIC in balloons, of which at least 20 hours must be commercial passenger ballooning flights in hot air balloons in groups A and B combined. At least 10 of those 20 hours must be in group B;

(iv) for commercial passenger ballooning in hot-air balloon group D: 300 hours as PIC in balloons, of which at least 30 hours must be commercial passenger ballooning flights in hot-air balloons in groups A, B and C combined. At least 10 of those 30 hours must be in group C; and

(2) within 180 days preceding the planned flight:

(i) at least three flights as PIC in balloons, of which at least one must be in a balloon of the relevant class; or

(ii) one flight as PIC in a balloon of the relevant class under the supervision of an FI(B) who is qualified in accordance with this point; and

(3) prior to the planned flight:

(i) for pilots who passed the skill test in accordance with (b)(5) within 24 months before the planned flight: within 13 months preceding the planned flight, a proficiency check, in a balloon of the relevant class, during which he or she must demonstrate to an FE(B) the competence required for commercial passenger ballooning;-

- (ii) for pilots who passed the skill test in accordance with (b)(5) more than 24 months before the planned flight: within the 24 months preceding the planned flight, a proficiency check, in a balloon of the relevant class, during which he or she must demonstrate to an FE(B) the competence required for commercial passenger ballooning; and
- (4) within 60 months preceding the planned flight: a training course at an ATO or a DTO, tailored to the competence required for commercial passenger ballooning operations, including at least six hours of theoretical knowledge instruction.
- e) To maintain the privileges of the commercial passenger operation rating for all balloon classes, a pilot who holds a commercial passenger operation rating with privileges extended to more than one class of balloons must comply with the requirements in paragraph (d)(3) in at least one class of balloons.
- f) A pilot who complies with paragraph (d) and holds a commercial passenger operation rating for the hot-air balloon class may exercise the privileges of that rating in the hot-air balloon class only on balloons that represent:
- (i) the same group of hot-air balloon in which the proficiency check was passed as specified in paragraph (d)(3); or
- (ii) a hot-air balloon group with a smaller envelope size.
- g) The completion of the flight under supervision as specified in paragraph (d)(2)(ii), the proficiency check as specified in paragraph (d)(3) and the training course as specified in paragraph (d)(4) must be entered in the logbook of the pilot and signed by:
- (1) for the flight under supervision, the relevant FI(B);
- (2) for the proficiency check, the relevant FE(B); and
- (3) for the training course, the head of training at the relevant ATO or DTO.
- h) A pilot who has completed an operator proficiency check in accordance with point BOP.ADD.315 of Annex II (Part-BOP) to this Regulation will be deemed to comply with paragraph (d)(3).
- i) The requirement for an applicant for a commercial passenger operation rating to have completed a commercial passenger operation rating training course, as set out in paragraph (b)(4), will not take effect until 1 October 2027.
- j) (1) The requirement for a pilot who holds a commercial passenger operation rating to undertake a proficiency check with an FE(B) within 13 months preceding the planned flight, as set out in paragraph (d)(3)(i), will not take effect until 1 October 2026.
- (2) The requirement for a pilot who holds a commercial passenger operation rating to undertake a training course at an ATO or a DTO within 60 months

preceding the planned flight, as set out in paragraph (d)(4), does not take effect until 1 October 2030.

## **AMC1 BFCL.215(b)(3a) Commercial non-passenger operation rating**

### COMMERCIAL NON-PASSENGER OPERATION RATING TRAINING COURSE

#### (a) THEORETICAL KNOWLEDGE INSTRUCTION

The 6 hours of theoretical knowledge instruction should include at least all of the following:

(1) Evaluation of passengers:

- (i) assessment of fitness of passengers;
- (ii) criteria to decline to carry a passenger; and
- (iii) special factors for disabled or limited mobility passengers;

(2) Passenger briefings:

- (i) use of briefing cards;
- (ii) pre-inflation briefing;
- (iii) pre-launch briefing; and
- (iv) pre-landing briefing;

(3) Passenger embarkation:

- (i) procedures for safe embarkation;
- (ii) use of ground crew to assist with embarkation;
- (iii) positioning of passengers in the basket for weight, balance and management; and
- (iv) factors concerning passengers' personal property;

(4) Passenger care for landing:

- (i) use of seats where fitted; and
- (ii) stowage of passengers' personal equipment;

(5) Emergency procedures:

- (i) fire in the air;
- (ii) fire on the ground;



(iii) fuel system failures;

(iv) deflation system failures;

(v) fast landing;

(vi) hard landing; and

(vii) passenger incapacitation in flight; and

(6) Tethered hot-air balloon flights:

(i) tethering as a commercial activity;

(ii) assessment of location;

(iii) set up of equipment; and

(iv) passenger procedures.

(b) TRAINING FLIGHTS

(1) The training flights as stipulated in point BFCL.215(b)(4) should be flights that:

(i) follow the content of the skill test for initial issue of the commercial non-passenger operation rating as set out in AMC1 BFCL.215(b)(5); and

(ii) are conducted on a one-to-one basis between one pilot and one instructor only, with no other pilot on board who is taking credit for that flight.

(2) Each training flight should be preceded with a briefing and closed with a debriefing between the instructor and the candidate. In order to add value to the training flight, any element of flying a balloon where candidates feel they would benefit from instruction should be discussed. The flight should then be focused on those specific elements with an instructor demonstration prior to candidate practice being performed.

**AMC1 BFCL.215(b)(4) Commercial non-passenger operation rating**

**SKILL TEST FOR THE COMMERCIAL NON-PASSENGER OPERATION RATING**

*All occurrences of “commercial operation rating” in this AMC should be updated to “commercial non-passenger operation rating”.*

**(new) AMC1 BFCL.220(b)(4) Commercial passenger operation rating**

**COMMERCIAL PASSENGER OPERATION RATING TRAINING COURSE**

**(a) THEORETICAL KNOWLEDGE INSTRUCTION**

The 6 hours of theoretical knowledge instruction should include at least all of the following:

(1) Evaluation of passengers:

- (i) assessment of fitness of passengers;
- (ii) criteria to decline to carry a passenger; and
- (iii) special factors for disabled or limited mobility passengers;

(2) Passenger briefings:

- (i) use of briefing cards;
- (ii) pre-inflation briefing;
- (iii) pre-launch briefing; and
- (iv) pre-landing briefing;

(3) Passenger embarkation:

- (i) procedures for safe embarkation;
- (ii) use of ground crew to assist with embarkation;
- (iii) positioning of passengers in the basket for weight, balance and management; and
- (iv) factors concerning passengers' personal property;

(4) Passenger care for landing:

- (i) use of seats where fitted;
- (ii) stowage of passengers' personal equipment; and
- (iii) special factors in case of more than 19 passengers on board, in which case an additional crew member is required in accordance with point BOP.ADD.410 of Annex II (Part-BOP);

(5) Emergency procedures:

- (i) fire in the air;
- (ii) fire on the ground;
- (iii) fuel system failures;
- (iv) deflation system failures;
- (v) fast landing;

(vi) hard landing; and

(vii) passenger incapacitation in flight; and

(6) Documentation:

(i) loading calculation;

(ii) fuel calculation;

(iii) completion of passenger manifest; and

(iv) dealing with last-minute changes.

(b) TRAINING FLIGHTS

(1) The training flights as stipulated in point BFCL.220(b)(4) should be flights that:

(i) follow the content of the skill test for initial issue of the commercial passenger operation rating as set out in AMC1 BFCL.220(b)(5); and

(ii) are conducted on a one-to-one basis between one pilot and one instructor only, with no other pilot on board who is taking credit for that flight.

(2) Each training flight should be preceded with a briefing and closed with a debriefing between the instructor and the candidate. In order to add value to the training flight, any element of flying a balloon where candidates feel they would benefit from instruction should be discussed. The flight should then be focused on those specific elements with an instructor demonstration prior to candidate practice being performed.

**(new) AMC1 BFCL.220(b)(5) Commercial passenger operation rating**

SKILL TEST FOR THE COMMERCIAL PASSENGER OPERATION RATING

*This is a copy of the text in AMC1 BFCL.215(b)(4), but with all occurrences of “commercial non-passenger operation rating” updated to “commercial passenger operation rating”.*

**(new) AMC1 BFCL.220(d)(2)(i) Commercial passenger operation rating**

CRITERIA FOR RECENCY FLIGHTS AS PIC

(a) In order to count as a flight in terms of point BFCL.220(d)(2)(i), the flight should:

(1) have a duration of at least 5 minutes;

(2) reach the minimum standard flight altitude as per point (f) of point SERA.5005 of the Annex to UK Regulation (EU) No 923/2012; and

(3) be completed by a full stop of the basket on the ground.

(b) Every flight phase that complies with points (1) to (3) of point (a) during a single balloon operation should be deemed as a separate flight.

### **(new) AMC1 BFCL.220(d)(3); BFCL.220(h) Commercial passenger operation rating**

#### **CREDITS FOR A PROFICIENCY CHECK IN ACCORDANCE WITH PART-BOP**

The holder of a commercial passenger operation rating should be deemed to comply with point BFCL.220(d)(3) as long as the latest operator proficiency check completed in accordance with point BOP.ADD.315 of Annex II (Part-BOP) is still valid, provided that this operator proficiency check included procedures for commercial passenger ballooning.

### **(new) AMC1 BFCL.220(d)(3) Commercial passenger operation rating**

#### **PROFICIENCY CHECK**

(a) For the proficiency check as per point BFCL.220(d)(3), the content of the skill test for initial issue of the commercial passenger operation rating as set out in AMC1 BFCL.220(b)(5) should be used. Additionally, the examiner should assess the candidate's knowledge of recent aeronautical information circulars (AICs) and NOTAMs.

(b) The proficiency check may be conducted during a commercial passenger ballooning (CPB) operation, provided that abnormal and emergency procedures are simulated on the ground, before or after the flight, without passengers on board.

### **(new) AMC1 BFCL.220(d)(4) Commercial passenger operation rating**

#### **COMMERCIAL PASSENGER OPERATION RATING TRAINING COURSE**

For the training course as per point BFCL.220(d)(4), the content of the training course as set out in AMC1 BFCL.220(b)(4)(a) should be used.

#### **Consultation Question 9**

Please enter any comments you may have on the amendments to the AMC for BFCL.215

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#### **Consultation Question 10**

Please enter any comments you may have on the new AMC for BFCL.220

## **BFCL.315 FI(B) certificate – Privileges and conditions**

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1. Amending hours of flight time to numbers of flights.
2. Removing reference to the tethered flight rating.
3. Making amendments to incorporate the separation of the commercial operation rating into two separate ratings as mentioned previously.

4. We have therefore recommended a change to BFCL.315 FI(B) certificate – Privileges and conditions in our OID to the Secretary of State. The draft text is below:

### BFCL.315 FI(B) certificate – Privileges and conditions

a. Subject to compliance of applicants with point BFCL.320 and with the following conditions, an FI(B) certificate shall be issued with privileges to conduct flight instruction for:

- (1) a BPL;
- (2) the extension of privileges to further classes and groups of balloons provided that the applicant has completed at least 15 flights ~~hours of flight time~~ as PIC in each relevant class;
- (3) a night rating ~~or a tethered flight rating~~, provided that the applicant has received specific training in providing instruction for the relevant rating at an ATO or at a DTO; and
- (4) an FI(B) certificate, provided that the applicant has:
  - i. completed at least 50 hours of flight instruction on balloons; and
  - ii. in accordance with the procedures established for that purpose by the CAA, conducted at least one hour of flight instruction for the FI(B) certificate under the supervision and to the satisfaction of an FI(B) who is qualified in accordance with this sub paragraph and nominated by the head of training of the ATO or the DTO;
- (5) a commercial non-passenger operation rating, provided that the applicant has received specific training in providing instruction for the relevant rating at an ATO or at a DTO; and
- (6) a commercial passenger operation rating, provided the applicant has received specific training in providing instruction for the relevant rating at an ATO or at a DTO, and has undertaken a minimum of 50 hours as PIC of commercial passenger ballooning flights.

b. The privileges listed in paragraph (a) shall include the privileges to conduct flight instruction for:

- (1) the issue of the relevant licence, privileges, ratings or certificate; and
- (2) the revalidation, renewal or compliance with the relevant recency requirements of this Annex, as applicable.

**(new) AMC1 BFCL.315(a)(5) FI(B) certificate – privileges and conditions**

**COMMERCIAL NON-PASSENGER OPERATION RATING INSTRUCTION TRAINING**

Note: This training may be completed during the initial FI(B) training course or as a separate training course, provided that the applicant holds the commercial non-passenger operation rating.

The content and structure of the training course should follow the content described in the training course in point AMC1 BFCL.215(b)(3A), allowing the student instructor to develop safety awareness by teaching the knowledge, skills and attitudes relevant to the FI(B) task.

**(new) AMC1 BFCL.315(a)(6) FI(B) certificate – privileges and conditions**

**COMMERCIAL PASSENGER OPERATION RATING INSTRUCTION TRAINING**

Note: This training may be completed during the initial FI(B) training course or as a separate training course, provided that the applicant holds the commercial passenger operation rating.

The content and structure of the training course should follow the content described in the training course in point AMC1 BFCL.220(b)(4), allowing the student instructor to develop safety awareness by teaching the knowledge, skills and attitudes relevant to the FI(B) task.

Consultation Question 11

Please enter any comments you may have on the new AMC for BFCL.315

**BFCL.330 FI(B) – Training course**

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1. Minor amendments to the syllabus

**AMC1 BFCL.330(b) FI(B) – Training course**

(...)

(b) STRUCTURE AND CONTENT

(...)

(2) PART 2 — FLIGHT INSTRUCTION

(...)

(v) Long briefings and air exercises

(...)

Exercise 6A: Take-off in ~~different~~ wind conditions less than 8 knots

(a) Objective

To advise the student instructor how to explain the pre take-off checks and briefings, the preparation for controlled climb and the use of restraint equipment. Furthermore, the student instructor should be able to demonstrate the assessment of wind and obstacles, the preparation for false lift and the take-off techniques in ~~different~~ wind conditions less than 8 knots. In addition to this, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing

The student instructor has to explain:

- (1) the pre take-off checks and briefings;
- (2) the preparation for controlled climb;
- (3) the 'hands off and hands on' procedure for ground crew;
- (4) the assessment of lift;
- (5) the use of the restraint equipment;
- (6) the assessment of wind and obstacles;
- (7) the preparation for false lift; ~~and~~
- (8) the take-off techniques from sheltered and non-sheltered launch fields.; and
- (9) the use of the parachute immediately after take-off.

(c) Air exercise

The student instructor has to demonstrate:

- (1) how to perform the pre take-off checks and briefings;
- (2) how to prepare for controlled climb;
- (3) how to perform the 'hands off and hands on' procedure for ground crew;
- (4) how to perform the assessment of lift without endangering the ground crew;
- (5) how to use the restraint equipment;
- (6) how to perform the assessment of wind and obstacles;
- (7) how to prepare for false lift;
- (8) how to teach the student pilot the correct take off techniques from sheltered and non-sheltered launch fields; and
- (9) how to analyse and correct errors of the student pilot as necessary.

(d) Debriefing

Exercise 6B: Take-off in wind conditions greater than or equal to 8 knots

(a) Objective

To advise the student instructor how to explain the pre take-off checks and briefings, the preparation for controlled climb and the use of restraint equipment. Furthermore, the student instructor should be able to demonstrate the assessment of wind and obstacles, the preparation for false lift and the take-off techniques in wind conditions greater than or equal to 8 knots. In addition to this, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing

The student instructor has to explain:

- (1) the pre take-off checks and briefings;
- (2) the preparation for controlled climb;
- (3) the assessment of lift;
- (4) the use of the restraint equipment;
- (5) the assessment of wind and obstacles;
- (6) the preparation for false lift; and
- (7) the take-off techniques from sheltered and non-sheltered launch fields; and
- (8) the use of the parachute immediately after take-off.

(c) Air exercise

The student instructor has to demonstrate:

- (1) how to perform the pre take-off checks and briefings;
- (2) how to prepare for controlled climb;
- (3) how to perform the assessment of lift without endangering the ground crew;
- (4) how to use the restraint equipment;
- (5) how to perform the assessment of wind and obstacles;
- (6) how to prepare for false lift;
- (7) how to teach the student pilot the correct take off techniques from sheltered and non-sheltered launch fields; and



(8) how to analyse and correct errors of the student pilot as necessary.

(d) Debriefing

Exercise 7: Climb to level flight

(a) Objective

To advise the student instructor on how to explain and demonstrate the climb to flight level. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing

The student instructor has to explain:

- (1) ~~the~~ climbing with a predetermined rate of climb;
- (2) the effect on envelope temperature (hot-air balloons);
- (3) the maximum rate of climb according to the manufacturer's flight manual; ~~and~~
- (4) how to level off at a selected altitude.; and
- (5) flight to a minimum of 5,000 ft above ground level.

(...)

Exercise 13: Approach from low level

(a) Objective

To advise the student instructor on how to explain and demonstrate the approach from low level. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(...)

Exercise 16A: Landing in ~~different~~ wind conditions less than 8 knots

(a) Objective

To advise the student instructor on how to explain and demonstrate landings in ~~different~~ wind conditions less than 8 knots. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing

The student instructor has to explain:

- (1) the correct actions for turbulences during the approach or landing;

- (2) the passenger pre-landing briefing;
- (3) the use of burner and pilot lights (hot-air balloons);
- (4) the use of ballast, parachute, valve and rip panel (gas balloons);
- (5) the use of parachute and turning vents (if applicable);
- (6) look-out;
- (7) the landing, dragging and deflation;
- (8) the use of drop line; and
- (9) landowner relations.

(c) Air exercise

The student instructor has to demonstrate:

- (1) the pre-landing checks;
- (2) the passenger briefing;
- (3) the selection of field;
- (4) the effect of turbulence;
- (5) the use of burner and pilot lights (hot-air balloons);
- (6) the use of ballast, parachute, valve and rip panel (gas balloons);
- (7) the use of parachute rapid deflation systems (if applicable) and turning vents (if applicable) (hot-air balloons);
- (8) the look-out procedures and how to avoid potential distraction;
- (9) the landing, dragging and deflation procedures;
- (10) the use of drop line (when appropriate)
- (11) how to advise the student pilot to perform a safe landing in different wind conditions; and
- (12) how to analyse and correct faults or errors of the student pilot.

(d) Debriefing

Exercise 16B: Landing in wind conditions greater than or equal to 8 knots

(a) Objective

To advise the student instructor on how to explain and demonstrate landings in wind conditions greater than or equal to 8 knots. Furthermore, the student instructor should learn how to identify student errors and how to correct them properly.

(b) Briefing

The student instructor has to explain:

- (1) the correct actions for turbulences during the approach or landing;
- (2) the passenger pre-landing briefing;
- (3) the use of burner and pilot lights (hot-air balloons);
- (4) the use of ballast, parachute, valve and rip panel (gas balloons);
- (5) the use of parachute and turning vents (if applicable);
- (6) look-out;
- (7) the landing, dragging and deflation;
- (8) the use of drop line; and
- (9) landowner relations.

(c) Air exercise

The student instructor has to demonstrate:

- (1) the pre-landing checks;
- (2) the passenger briefing;
- (3) the selection of field;
- (4) the effect of turbulence;
- (5) the use of burner and pilot lights (hot-air balloons);
- (6) the use of ballast, parachute, valve and rip panel (gas balloons);
- (7) the use of parachute rapid deflation systems (if applicable) and turning vents (if applicable) (hot-air balloons);
- (8) the look-out procedures and how to avoid potential distraction;
- (9) the landing, dragging and deflation procedures;
- (10) the use of drop line (when appropriate)

(11) how to advise the student pilot to perform a safe landing in different wind conditions; and

(12) how to analyse and correct faults or errors of the student pilot.

(d) Debriefing

(...)

Exercise 18: Tethered flight (hot-air balloons)

~~Note: This exercise constitutes the specific training referred to in point BFCL.315(a)(3) regarding instructional privileges for the tethered flight rating. It may be completed during the initial FI(B) training course or as a separate training, provided that the applicant holds the tethered flight rating.~~

(a) Objective

(...)

[Consultation Question 12](#)

Please enter any comments you may have on the amendments to the AMC for BFCL.330.

## **BFCL.360 FI(B) certificate – Recency requirements**

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1. Minor amendment following EU exit.

### **AMC1 BFCL.360(a)(1)(i) FI(B) certificate – Recency requirements**

INSTRUCTOR REFRESHER TRAINING

(a) The FI(B) refresher training should be held in the form of a seminar. Such seminars ~~made available in Member States~~ should have due regard to geographical location, number of participants, and frequency ~~throughout the territory of the Member State concerned.~~

(...)

## **BFCL.415 FE(B) certificate – Privileges and conditions**

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1. Amendments to examiner requirements to incorporate the split of the commercial operation rating.
2. Increased requirements to bring more in line with the current ANO system.
3. We have therefore recommended a change to [BFCL.415 FE\(B\) certificate – Privileges and conditions](#) in our OID to the Secretary of State. The draft text is below:

## BFCL.415 FE(B) certificate – Privileges and conditions

Subject to compliance of the applicant with point BFCL.420 and with the following conditions, an FE(B) certificate shall be issued upon application with privileges to conduct:

- a) skill tests and proficiency checks for the BPL and skill tests for the extension of the privileges to another balloon class, provided that the applicant:
  1. has completed ~~250~~ 500 hours of flight time as pilot PIC on balloons, including 50 hours of flight instruction covering the full syllabus of a BPL training course; and
  2. for the extension of privileges to another class, the applicant has completed 25 flights and 50 hours of flight time as PIC on that class of balloon;
- b) skill tests and proficiency checks for the commercial non-passenger operation rating as specified in point BFCL.215, provided that the applicant ~~complies with the experience requirements set out in paragraph (a) and has:~~
  - (1) completed at least 500 hours of flight time as PIC of balloons, of which
    - (i) at least 100 hours must be as PIC of commercial non-passenger ballooning or commercial passenger ballooning operations; and
    - (ii) at least 50 hours must be as PIC of commercial non-passenger ballooning or commercial passenger ballooning operations in the hot-air size group concerned (or on the group concerned and on larger groups combined); and
  - (2) received specific training during an examiner standardisation course in accordance with point BFCL.430;
- e. ba) skill tests and proficiency checks for the commercial passenger operation rating as specified in point BFCL.220 provided that the applicant has:
  - (1) completed at least 500 hours of flight time as PIC of balloons, of which:
    - (i) at least 200 hours must be as PIC of commercial passenger ballooning operations; and
    - (ii) at least 100 hours must be as PIC of commercial passenger ballooning operations on the group concerned (or on the group concerned and on larger groups combined); and
  - (2) received specific training during an examiner standardisation course in accordance with point BFCL.430;
- c) assessments of competence for the issue of an FI(B) certificate, provided that the applicant has:
  - (1) completed ~~350~~ 500 hours of flight time as pilot PIC on balloons, including 5 hours of instruction to an applicant for the FI(B) certificate;

(2) received specific training during an examiner standardisation course in accordance with point BFCL.430.

4. Current AMC has therefore been amended to incorporate the changes.

5. There is also new AMC to reflect the splitting of the commercial operation rating.

### AMC1 BFCL.415(b) FE(B) certificate – Privileges and conditions

#### SPECIFIC TRAINING FOR EXAMINER PRIVILEGES RELATED TO THE COMMERCIAL NON-PASSENGER OPERATION RATING

The specific training for examiner privileges related to the commercial non-passenger operation rating should:

(a) be completed under the supervision of an FE(B) who holds the privileges in accordance with point BFCL.415(b); and

(b) include at least all of the following:

(1) the requirements of Part-BFCL for the commercial non-passenger operation rating;

(2) theoretical knowledge necessary for the conduct of skill tests and proficiency checks for the commercial non-passenger operation rating in accordance with AMC1 BFCL.215(b)(4); and

(3) the conduct of one skill test or proficiency check for the commercial non-passenger operation rating which, if conducted during an initial examiner standardisation course in accordance with point BFCL.430, should be completed in addition to the skill test or proficiency check for the BPL, as required by point BFCL.430(b)(1).

### (new) AMC1 BFCL.415(bb) FE(B) certificate – Privileges and conditions

#### SPECIFIC TRAINING FOR EXAMINER PRIVILEGES RELATED TO THE COMMERCIAL PASSENGER OPERATION RATING

The specific training for examiner privileges related to the commercial passenger operation rating should:

(a) be completed under the supervision of an FE(B) who holds the privileges in accordance with point BFCL.415(bb); and

(b) include at least all of the following:

(1) the requirements of Part-BFCL for the commercial passenger operation rating;

(2) theoretical knowledge necessary for the conduct of skill tests and proficiency checks for the commercial passenger operation rating in accordance with AMC1 BFCL.220(b)(5); and

- (3) the conduct of one skill test or proficiency check for the commercial passenger operation rating which, if conducted during an initial examiner standardisation course in accordance with point BFCL.430, should be completed in addition to the skill test or proficiency check for the BPL, as required by point BFCL.430(b)(1).

### AMC1 BFCL.415(c)(2) FE(B) certificate – Privileges and conditions

#### SPECIFIC TRAINING FOR EXAMINER PRIVILEGES RELATED TO THE FI(B) CERTIFICATE

Specific training for examiner privileges related to the FI(B) certificate should:

- (a) be completed under the supervision of an FE(B) who holds the privileges in accordance with point BFCL.415(c); and
- (b) include at least all of the following:
- (1) the requirements of Part-BFCL for the FI(B) certificate;
  - (2) the content of AMC1 BFCL.345; and AMC2 BFCL.345 and AMC3 BFCL.345;
- and
- (3) the conduct of one assessment of competence for the FI(B) certificate which, if conducted during an initial examiner standardisation course in accordance with point BFCL.430, should be completed in addition to the skill test or proficiency check for the BPL, as required by point BFCL.430(b)(1).

#### Consultation Question 13

Please enter any comments you may have on the amendments to the AMC for BFCL.415 or the addition of the new AMC for BFCL.415.

### **BFCL.430 FE(B) certificate – Standardisation course**

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1. Minor amendment following EU exit as well as other minor amendments.

### AMC1 BFCL.430 FE(B) certificate – Standardisation course

#### (b) CONTENT

##### (1) Theoretical training

- (ii) Examiners should also be briefed on the protection requirements for personal data, liability, accident insurance and fees, as applicable ~~in the Member State concerned~~.

### AMC2 BFCL.430 FE(B) certificate – Standardisation course

#### STANDARDISATION ARRANGEMENTS FOR EXAMINERS

- (g) Method and contents of the test or check

- (1) Before undertaking a test or check, an examiner will verify that the balloon intended to be used is suitable and appropriately equipped for the test or check. ~~Aircraft that fall under points (a), (b), (c), or (d) of Annex I to the Basic Regulation can be used, provided that they are subject to an authorisation as per point ORA.ATO.135 of Annex VII (Part-ORA) or point DTO.GEN.240 of Annex VIII (Part-DTO) to UK Regulation (EU) No 1178/2011.~~

## **BFCL.470 SE(B) certificate**

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1. Introduction of the new Senior Examiner for balloons SE(B) section.
2. We have therefore recommended the addition of BFCL.470 Senior examiner for balloons – SE(B) in our OID to the Secretary of State. The draft text is below:

### **(new) BFCL.470 Senior examiner certificate for balloons – SE(B)**

The CAA will appoint, where required, Senior Examiners (Balloons). An SE(B) will be authorised to assess the competence of an FE(B) and oversee the validity, revalidation and renewal of FE(B) certificates.

3. A new AMC and GM is therefore proposed to give guidance.

### **AMC1 BFCL.470 SE(B) certificate**

#### QUALIFICATION OF SENIOR EXAMINERS

(a) A senior examiner specifically tasked by the CAA to observe skill tests or proficiency checks for the revalidation of examiner certificates should:

(1) hold a valid or current examiner certificate appropriate to the privileges being granted;

(2) have examiner experience of a level acceptable to the CAA; and

(3) have conducted a number of skill tests or proficiency checks as an FE(B).

(b) The CAA may conduct a pre-assessment of the candidate carrying out a skill test and proficiency check under the supervision of an inspector of the CAA.

(c) Candidates should be required to attend a senior examiner briefing, course or seminar arranged by the CAA. The content and duration will be determined by the CAA and should include:

(1) pre-course self-study;

(2) legislation;

(3) the role of the senior examiner;

(4) an examiner assessment; and



(5) national administrative requirements.

(d) The validity of the authorisation should not exceed the validity of the examiner's certificate, and in any case should not exceed 5 years. The authorisation may be revalidated in accordance with procedures established by the CAA.

## GM1 BFCL.470 SE(B) certificate

### QUALIFICATION OF SENIOR EXAMINERS

A candidate for the initial issue of an SE(B) should have completed 1000 hours of flight time as pilot on balloons.

#### Consultation Question 14

Please enter any comments you may have on the addition of the new AMC for BFCL.470.

## **AMC and GM due to be deleted**

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### **GM1 BFCL.200**

[To be deleted, moved to GM1 BFCL.130(c)]

### **AMC1 BFCL.200(b)(2)**

[To be deleted, moved to AMC1 BFCL.130(c)]

### **AMC1 BFCL.215(d)(1)(i)**

[To be deleted, moved to AMC1 BFCL.220(d)(2)(i)]

### **AMC1 BFCL.215(d)(2)(i); BFCL.215(h)**

[To be deleted, moved to AMC1 BFCL.220(d)(3); BFCL.220(h)]

### **AMC1 BFCL.215(d)(2)(i)**

[To be deleted, moved to AMC1 BFCL.220(d)(3)]

### **AMC1 BFCL.215(d)(2)(ii)**

[To be deleted]

### **AMC3 BFCL.345 FI(B) – Assessment of competence**

[to be deleted]

### **AMC1 BFCL.410(b)(3) Conduct of skill tests, proficiency checks and assessments of competence**

[to be deleted]

### **AMC1 BFCL.445; BFCL.460**

[To be deleted, moved to AMC1 BFCL.470]

## Abbreviations

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AMC	Acceptable Means of Compliance
ANO	Air Navigation Order 2016
ATO	Approved Training Organisation
BFCL	Balloon Flight Crew Licence
BPL	Balloon Pilot Licence
CAA	Civil Aviation Authority
DTO	Declared Training Organisation
FCL	Flight Crew Licensing
FE(B)	Flight Examiner for balloons
FI(B)	Flight Instructor for balloons
GA	General Aviation
GM	Guidance Material
OID	Opinion and Instruction Document
PIC	Pilot in Command
PPL	Private Pilot Licence
SE(B)	Senior Examiner for balloons