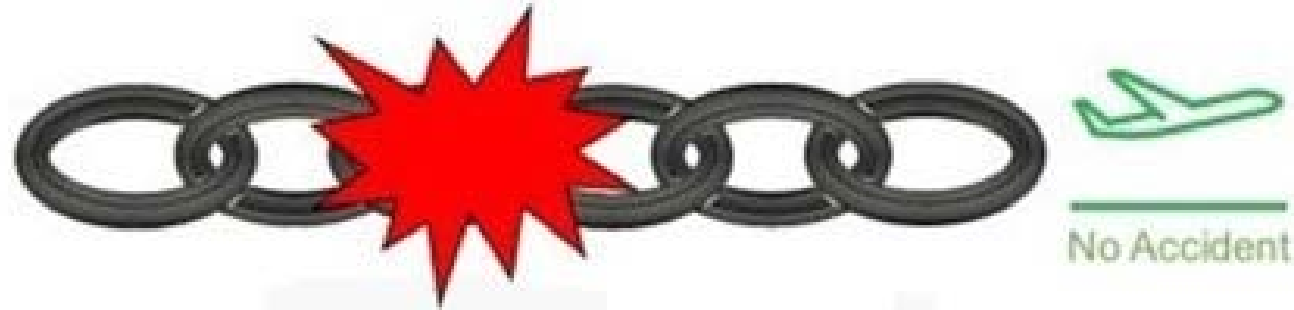


Remedial Training Workshop

Flight CFI Seminar 2025

Guy Brooking – Flight Examiner, Flight Standards

Why are we concerned?



No Accident

Break the link in the chain



Accident

Otherwise, this can happen

AC61-1



Advisory Circular AC61-1

Revision 14
6 March 2025

Pilot Licences and Ratings—General

General

Civil Aviation Authority (CAA) Advisory Circulars (ACs) contain information about standards, practices, and procedures that the Director has found to be an **acceptable means of compliance** with the associated rule.

Consideration will be given to other methods of compliance that are presented to the Director. When new standards, practices, or procedures are found to be acceptable they will be added to the appropriate AC.

Purpose

This AC describes an acceptable means of compliance with requirements related to pilot licences and ratings, to assist applicant(s), to meet the requirements of Civil Aviation Rule Part 61 *Pilot Licences and Ratings*.

Related Rules

This AC relates to Civil Aviation Rule Part 61 *Pilot Licences and Ratings*, specifically Subpart A, *General*.

Change Notice

Revision 14 makes changes to align with new sections and rule parts under the Civil Aviation Act 2023 (CA Act 2023), minor stylistic updates and updates the section relating to online applications on page 5. It also:

- clarifies the requirements of rule 61.21, *Flight tests*, regarding remedial training and retesting, and where CAA authorisation is required, and
- adds a new Appendix 1, *Guidance for remedial training and CAA authorisation*, so the previous Appendix 1 is now Appendix 2.

Note: Section 7.1, *Medical Certificates*, refers to the CA Act 2023 in the text, but adds a footnote to the equivalent reference in the CA Act 1990.

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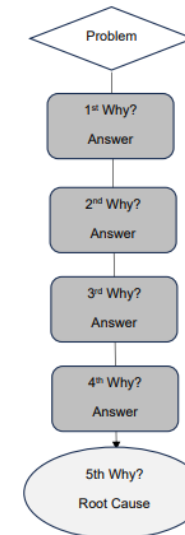
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DCE Aviation Safety

Advisory Circular

AC061-1

Revision 14

The '5 WHYS' process – a flowchart



1. Start by clearly defining the problem, the reasons for the failed flight tests. It's important to focus on facts rather than assumptions or interpretations.
2. Begin by asking 'Why?' the problem has occurred. Search for an immediate cause that led directly to the problem. This forms the first layer of the problem. Make sure that your answer is based on facts, not assumptions.
3. The answer to the first 'Why?' becomes the starting point for the next question. Ask 'Why?' the first cause occurred. This leads to a deeper layer of the problem and brings you closer to the root cause.
4. Continue this process, always using the last answer to form the next 'Why?', until you've asked 'Why?' five times in total.
5. By the fifth 'Why?', you should be able to identify the root cause(s) of the problem. This is the fundamental issue that set everything else into motion. It might not be the most obvious cause, but it is the one that, if addressed, will prevent the problem from recurring.
6. Having identified the root cause develop a training plan. The solution should directly address the root cause first and should be practical and achievable.

6 March 2025

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CAA of NZ

Vector Autumn 2025 19

Remedial training to prevent **REPEATED FLIGHT TEST FAILURES**

 // By CAA Flight Examiner
Guy Brooking

It's no secret that pilots who've had to make multiple attempts to pass flight tests, later feature disproportionately in accidents¹.

The issue

The connection between multiple attempts to pass a flight test and experiencing an accident, has been identified as a global phenomenon. In New Zealand, it applies not only to checks in an airline, but also to the initial issue flight test for a pilot licence or rating.

An ASPBQ review of flight test pass rates, carried out on behalf of the CAA, reveals an increasing number of candidates failing multiple flight tests, and in particular, that for the CPL.

Some of the worst cases have tried six times to pass their test. Feedback from examiners reveals that remedial training between test attempts has lacked focus or has been entirely absent.

This is particularly concerning with professional pilot licence tests.

While it's not unusual for a candidate to fail their first test at a professional licensing level, a second failed attempt needs to be viewed by the training organisation, the instructor, and the candidate themselves, as serious. »

1 For instance, the captain of Colgan Air 3400, which crashed in the US in 2006, was identified as having a history of multiple failures of flight tests and checks. Source: NTSB/AAR-06/01

Photo: iStock.com/Komant

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» Changes to AC61-1

To address these concerns, Advisory Circular AC61-1 *Pilot licences and ratings - general* has been amended. Where a candidate has failed a flight test, remedial training needs to take place. This must be recorded in the logbook and will be checked by the flight examiner.

In more serious cases, where a candidate has failed a flight test three times, the training organisation should develop a remedial training plan and submit it to the CAA before proceeding.

If the CAA is satisfied the plan addresses the cause of the flight test failures, the training organisation can go ahead with arranging the pilot's next attempt.

Planning remedial training

Due to the serious nature of multiple failures in flight tests, the CAA expects that remedial training - addressing a third failed flight test - is planned, and submitted to us (email licensing@caa.govt.nz) by the CFI, training manager, or a senior instructor.

The first step in planning remedial training is to gather information from various sources. When a candidate is being debriefed by a flight examiner after a test, the instructor should be present. Where the test has been unsuccessful, the CFI or a senior instructor should also be present.

Relying on the candidate to explain what was said by the examiner when the candidate is probably in an emotional state, will likely result in missing key information relevant to subsequent training.

So talk with the candidate, once they've had time to calm down, and speak with other instructors who've flown with them.

Training records can be particularly helpful in tracking the progress of the student, and where they may have had difficulties in the past. The aim of gathering this information is to look for any patterns or trends through the training and flight tests that might point to an underlying cause.

A simple root cause analysis tool such as the Five Whys can also provide good insight. The tool simply repeats the question, "Why?" at least five times, by which point you're likely to have reached the root cause of the problem.

From here, a remedial training plan can be built, beginning with the root cause, and working upwards to the specific issues causing the flight tests to be failed.

Send this plan to us, clearly showing how many flights are planned and what the objectives are of each of the flights. Include copies of all previously failed flight tests.

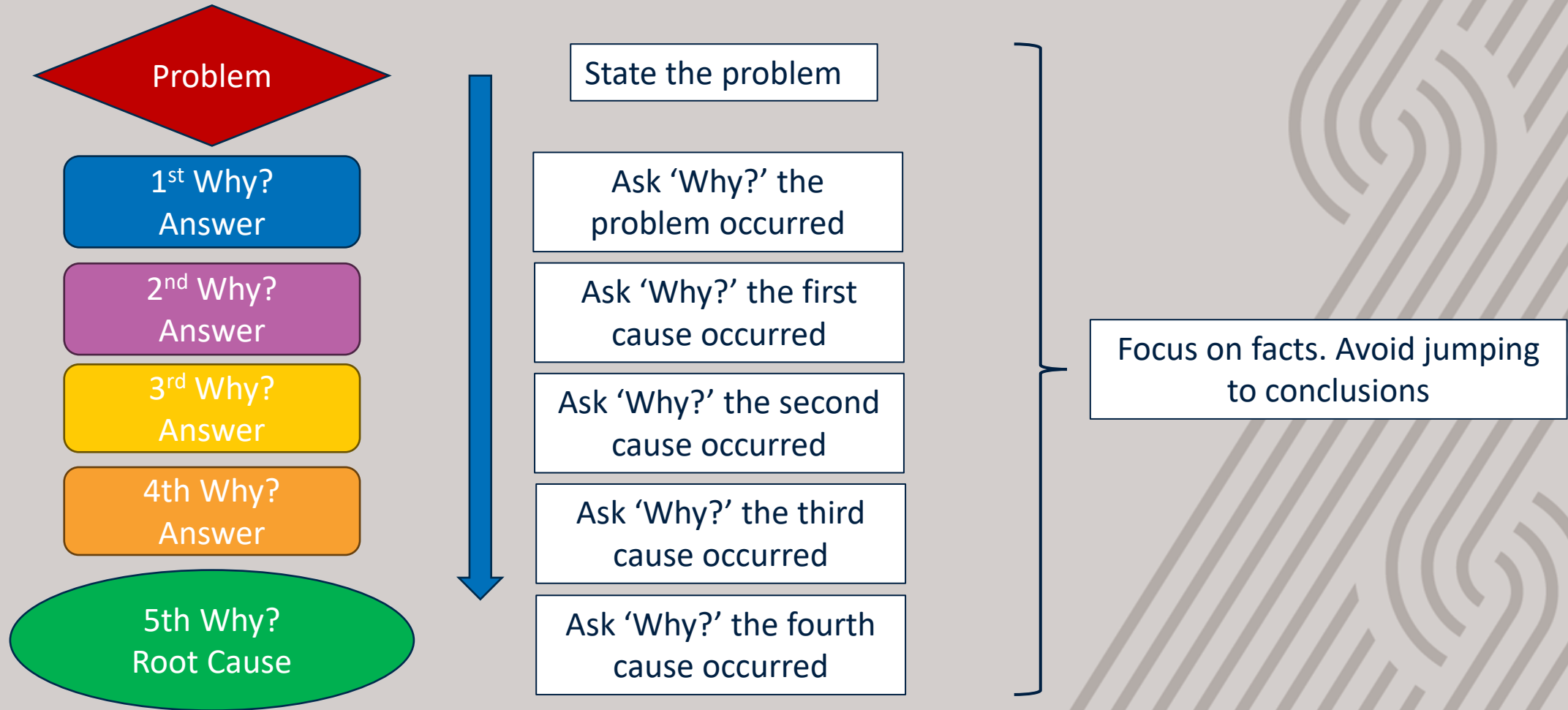
Problem	Failed test
1st Why? Answer	FLWOP & airspace
2nd Why? Answer	Too close to paddock. Didn't check chart
3rd Why? Answer	Felt rushed. Too busy
4th Why? Answer	Poor workload management
5th Why? Root cause	Poor trimming

Plan from the root cause

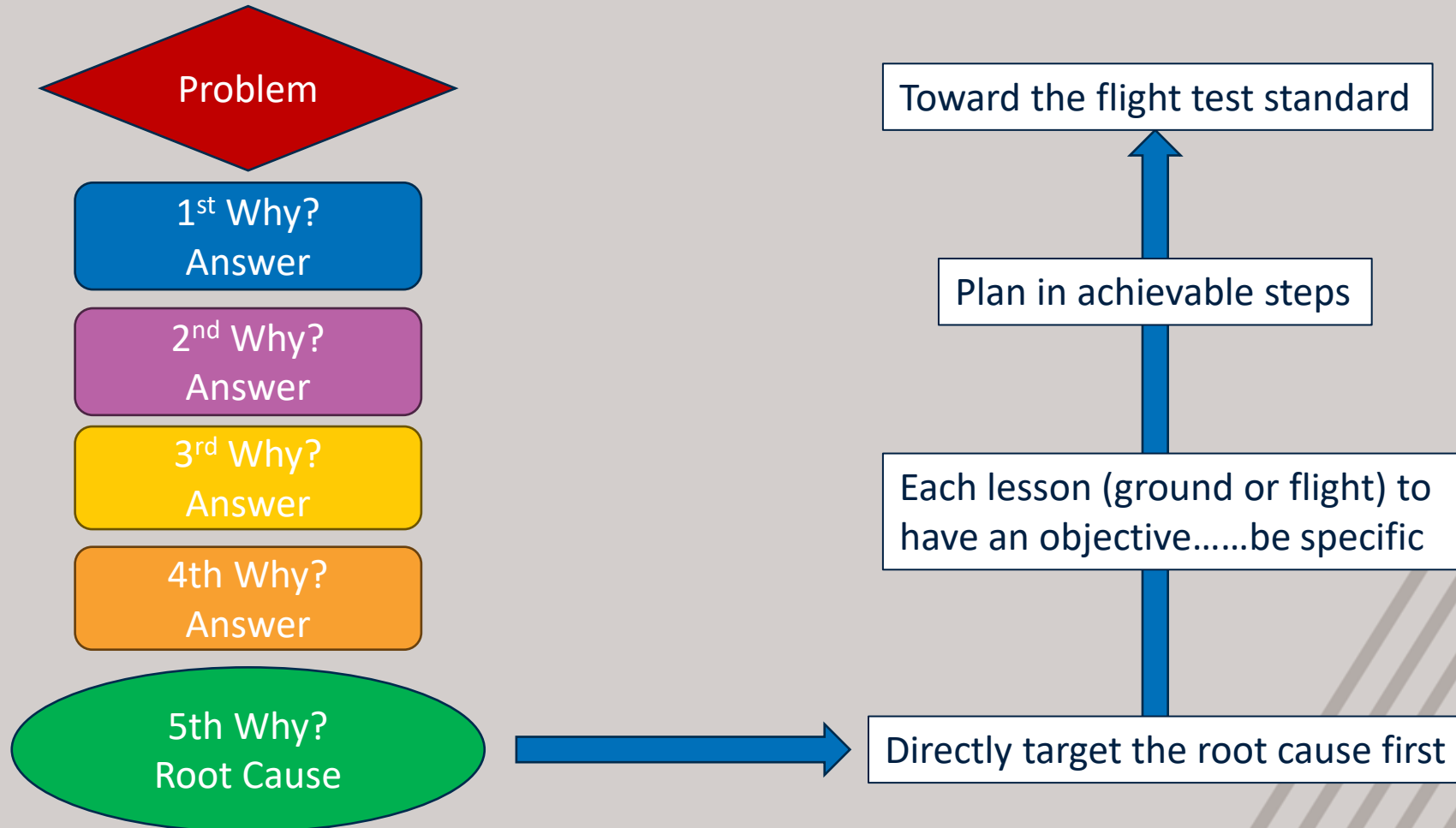
▼ A root cause analysis tool such as the Five Whys can provide good insight into the root cause of the problem.

▲ A remedial training plan can be built, beginning with the root cause, and working upwards to the specific issues causing the flight tests to be failed.

Identifying the root cause



Planning remedial training



Submit plan to CAA

- Include:
 - Previous failed flight test forms
 - Identification of the root cause
 - The remedial training plan

Submit plan to CAA

licensing@caa.govt.nz

Preparing for a flight test

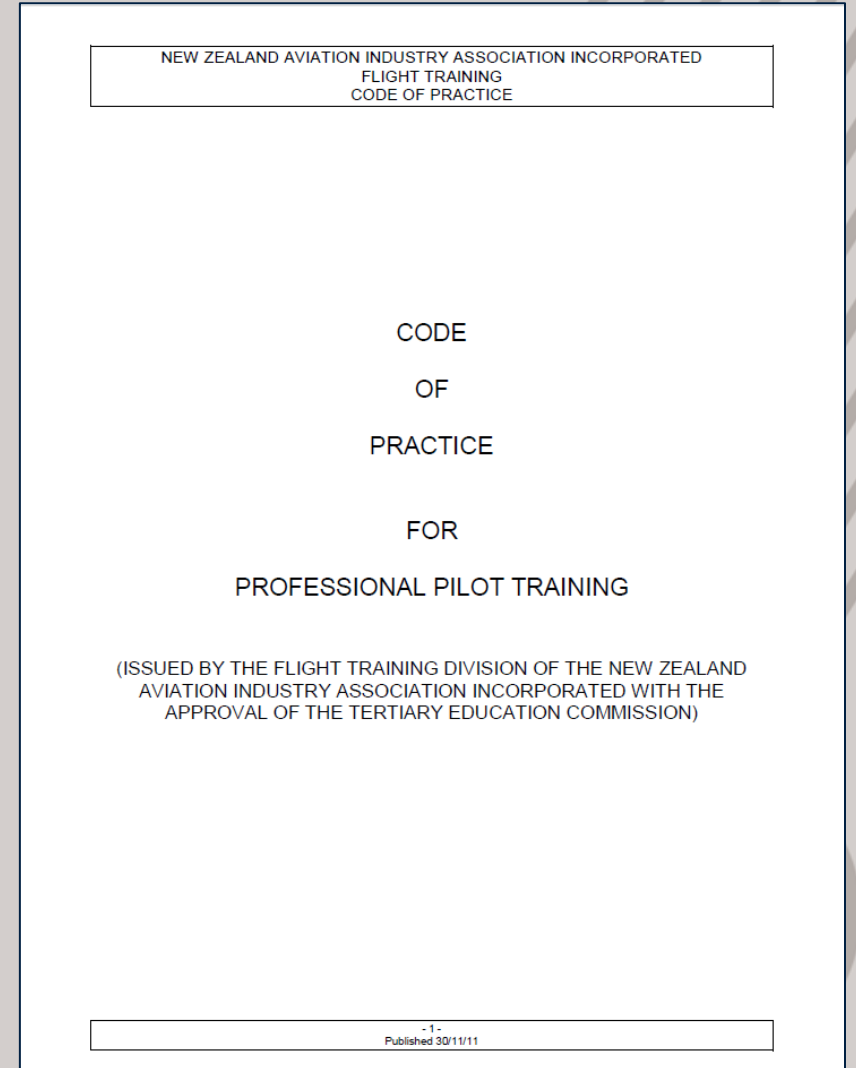
- Ensure eligibility is 100% watertight
- Thoroughly 'test' and refresh groundwork
- Mock flight test
- Ensure currency



Not confident? Delay the test

Exit points

- Not everyone is suited



The goal

- Trainees better prepared for test
- Remedial training is carried out before test
- Eligibility and groundwork no longer feature in failed tests

The goal

- 1st attempt failures; acceptable
- 2nd attempt failures; a problem
- 3rd attempt failures; a rarity



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