



## Appendix 1 Allowances Against Training for an NPPL(A)

### SECTION 1 GENERAL

#### Introduction

Holders of a National Private Pilot's Licence (NPPL(A)) with either a Simple Single Engine Aeroplane (SSEA), Self Launching Motor Glider (SLMG), or Microlight Aeroplane Class Rating who are in current flying practice may count flying experience towards the minimum requirements for other Class Ratings, as described in Sections 2, 3 and 4 below. Holders of other current or lapsed pilot licences may also apply for an NPPL(A) with appropriate Class Rating(s) in accordance with the accreditation specified in the section relevant to the Class Rating sought. Credit may also be given for other flying training experience.

Each section refers to the requirements for obtaining a particular Class Rating, and also includes relevant credits for previous flying training. In order to keep each section specific to the Rating, a certain amount of repetition is allowed for the sake of clarity. The sections are as follows:

This information is consistent with NPLG website cross credit document Revision 10.

Section 2. Cross-crediting licences and ratings to NPPL(A) with SSEA Class Rating.

Section 3. Cross-crediting licences and ratings to NPPL(A) with SLMG Class Rating.

Section 4. Cross-crediting licences and ratings to NPPL(A) with Microlight Class Rating.

#### Skill tests

GST and NST refer to the General Skill Test and Navigation Skill Test applicable to NPPL(A) Class Ratings.

Under each list of requirements, the GST must be the final requirement to be met before application for an NPPL is made; the GST must have been completed in the 6 months before the date of application.

#### Theoretical knowledge examinations

The theoretical knowledge examinations (ground examinations) referred to in Sections 2, 3 and 4 are those specifically applicable to the aircraft rating in question. In the case of the NPPL(A) (SSEA) or NPPL(A)(SLMG) the Part-FCL PPL (A) theoretical knowledge examinations shall be used.

For the NPPL(A) (Microlight) the existing UK Microlight examinations shall be used pending the possible future introduction of alternative theoretical knowledge examinations specific to each aircraft rating.

#### Medical certificates

Either an NPPL Medical Declaration or a Part-MED Class 1, 2 or LAPL medical certificate is acceptable, but it should be noted that the periods of validity for each are different.

#### Validity periods

All theoretical knowledge examinations required under specific cross-crediting terms must have been passed in the 24 months before application is made for the new licence or rating.

Where accreditation is granted to holders of existing licences or ratings, such licences or ratings must have been valid in the 12 months before application is made for the new licence or rating.



## SECTION 2 CROSS-CREDITING LICENCES AND RATINGS TO NPPL(A) (SSEA)

### 2.1 Pilots with valid licences and ratings

#### 2.1.1 NPPL(A) (SLMG) or UK PPL (A) SLMG to NPPL (SSEA)

The holder of any UK issued aeroplane licence with a valid SLMG rating who wishes to obtain an SSEA Class Rating shall:

- a) produce the licence;
- b) produce log book evidence of having satisfactorily completed SSEA conversion training with an FI(A) or CRI(SPA) on single-engine piston aeroplanes;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate.

#### 2.1.2 NPPL(A) (Microlight) or UK PPL (Microlight) to NPPL(A) (SSEA)

2.1.2.1 The holder of any UK issued aeroplane licence with a valid Microlight Class Rating or UK PPL(M) licence without restrictions who wishes to obtain an SSEA Class Rating shall:

- a) produce the licence;
- b) produce logbook evidence of currency on Microlight aircraft;
- c) carry out such SSEA conversion training as is judged necessary by the FI(A) or CRI(SPA) conducting the training to achieve the required standard for the applicant to take the NPPL(A) NST and GST in an SSEA. This training must include:
  - i) not less than 1 hour of dual instrument appreciation;
  - ii) 2 hours stall awareness/spin avoidance training;
  - iii) differences training for Microlight pilots whose Microlight flying has been solely on flexwing aircraft;
  - iv) Not less than the 32 hours required minimum total flight time for the NPPL with SSEA Class Rating, which may be a combination of both Microlight and SSEA flying.
- d) pass the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight;
- e) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- f) pass the NPPL(A) NST and GST in an SSEA.

For the holder of a PPL(M) with operating restrictions, the requirements shall further include:

- g) the whole of the navigation training required for the NPPL(A) with SSEA Class Rating;
- h) the completion of a minimum of 10 hours total solo flying which may be a combination of Microlight and SSEA flying.

2.1.2.2 An applicant who has commenced training for an NPPL(A) with Microlight Class Rating, but who elects to train for the NPPL(A) with SSEA Class Rating before qualifying as a Microlight pilot may claim all those hours of Microlight training on either control system undertaken in the previous 6 months as allowances against training for the NPPL(A) with SSEA Class Rating subject to the following provisos:



- a) The minimum requirement of 10 hours solo must be flown in a single-engine piston aeroplane for the grant of an NPPL(A) with SSEA Class Rating;
- b) The minimum requirement of 32 hours of flying instruction required for the NPPL(A) may consist of a combination of Microlight and SSEA training;
- c) The whole of the navigation training required for the NPPL(A) with SSEA Class Rating must be completed.

#### 2.1.3 **UK PPL (Gyroplane) to NPPL(A) (SSEA)**

The holder of a valid UK PPL(G) who wishes to obtain an NPPL(A) with SSEA Class Rating shall:

- a) produce the PPL(G);
- b) produce logbook evidence of currency on Gyroplane aircraft;
- c) carry out such SSEA conversion training as is judged necessary by the FI(A) or CRI(SPA) conducting the training to achieve the required standard for the applicant to take the NPPL(A) NST and GST in an SSEA. This training must include:
  - i) not less than 1 hour of dual instrument appreciation;
  - ii) 2 hours stall awareness/spin avoidance training.
- d) pass the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight;
- e) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- f) pass the NPPL(A) NST and GST in an SSEA.

#### 2.1.4 **CAA-issued Helicopter Licence to NPPL(A) (SSEA)**

The holder of a valid CAA-issued Helicopter licence who wishes to obtain an NPPL(A) with SSEA Class Rating shall:

- a) produce the CAA-issued Part-FCL Pilot Licence (Helicopters) or UK PPL(H);
- b) produce logbook evidence of currency on helicopter aircraft;
- c) carry out such SSEA conversion training as is judged necessary by the FI(A) or CRI(SPA) conducting the training to achieve the required standard for the applicant to take the NPPL(A) NST and GST in an SSEA. This training must include:
  - i) not less than 1 hour of dual instrument appreciation;
  - ii) 2 hours stall awareness/spin avoidance training.
- d) pass the Part-FCL PPL(A) theoretical examinations in Aircraft (General) and Principles of Flight;
- e) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- f) pass the NPPL(A) NST and GST in an SSEA.

#### 2.1.5 **BGA Glider Pilots Licence to NPPL(A) (SSEA)**

The holder of a valid BGA Glider Pilots Licence who wishes to obtain an NPPL(A) with SSEA Class Rating shall:

- a) produce the BGA Glider Pilots Licence;



- b) produce log book evidence of having satisfactorily completed not less than 10 hours flying training on single-engine piston aeroplanes under the supervision of an FI(A), which must include:
  - i) not less than 1 hour dual instruction in stall/spin awareness and avoidance;
  - ii) not less than 1 hour dual instrument appreciation;
  - iii) not less than 1 hour supervised solo flight.
- c) pass the Part-FCL PPL(A) theoretical examinations;
- d) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- e) pass the NPPL(A) NST and GST in an SSEA.

## 2.1.6 **Holder of ATC Instructor's Qualification to NPPL(A) (SSEA)**

2.1.6.1 The holder of the ATC Instructor's Qualification valid for the Viking Glider who wishes to obtain an NPPL(A) with SSEA Class Rating shall:

- a) produce log book evidence of having satisfactorily completed flying training on single-engine piston aeroplanes under the supervision of a FI(A), which must include:
  - i) not less than 1 hour dual instruction in instrument appreciation;
  - ii) not less than 4 hours dual instruction for a Category A or B1 Category Instructor, or not less than 10 hours dual instruction for a B2 category Instructor, to include 2 hours stall awareness/spin avoidance training, practice forced landings without power and practice engine failure after take-off;
  - iii) not less than 6 hours flying as PIC for a Category A or B1 category Instructor, or not less than 10 hours for a B2 category Instructor, which must include 4 hours cross-country flying.
- b) pass the Part-FCL PPL(A) theoretical examinations;
- c) hold a valid NPPL Medical Declaration or JAA Class 1, 2 or LAPL medical certificate;
- d) pass the NPPL(A) NST and GST in an SSEA.

2.1.6.2 The holder of the ATC Instructor's Qualification valid for the Vigilant Motor Glider who wishes to obtain an NPPL(A) with SSEA Class Rating shall:

- a) produce log book evidence of having satisfactorily completed flying training on single-engine piston aeroplanes under the supervision of a FI(A), which must include:
  - i) not less than 1 hour dual instruction in stall/spin awareness and avoidance;
  - ii) not less than 1 hour dual instrument appreciation;
  - iii) not less than 1 hour supervised solo flight;
  - iv) not less than 4 hours navigation training or successful completion of the 'Air Cadet Vigilant Transit Qualification' training syllabus, including at least one solo cross-country navigation exercise;
- b) pass the Part-FCL PPL(A) theoretical examinations;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- d) pass the NPPL(A) NST and GST in an SSEA.



## 2.1.7 **Military experience towards NPPL(A) (SSEA)**

- 2.1.7.1 An applicant for the NPPL(A) with SSEA Class Rating shall be given appropriate accreditation for any theoretical and flying training and flying experience gained during military service. A Medical Officer in HM Forces who is included in the register of GPs maintained by the GMC may, in certain circumstances, countersign an NPPL Medical Declaration.

**Flying Training.** Any previous flying training on Single Engine Piston (Land) aeroplanes conducted by an FI(A) or current Qualified Flying Instructor (QFI) may be counted towards the 32 hour minima of flying training and consolidation required before the applicant may take the NST and GST required for the grant of an NPPL(A) with SSEA Class Rating. This may include:

- a) Service Flying Scholarship flying.
  - b) Elementary Flying Training (EFT) flying.
  - c) University Air Squadron (UAS) flying.
  - d) Service Pilots under training.
  - e) Service Pilots withdrawn from flying training.
- 2.1.7.2 All hours must be properly logged and certified by the Chief Flying Instructor or Commanding Officer as appropriate. Applicants must ensure that each individual exercise requirement is fully met. Military or ex-military pilots shall receive the following specific accreditation:
- a) A Qualified Military Pilot (QMP) who has, in the 24 month period preceding the date of application for licence issue, flown a minimum of 12 hours as Pilot of Single Engine Piston aeroplanes, including not less than 8 hours as Pilot in Command and not less than 1 hour of flying training with a current QFI or FI(A) and who has flown a minimum of 6 hours as Pilot of Single Engine Piston aeroplanes in the 12 months before the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST and GST.
  - b) A QMP who has not been current on any military aircraft in the 24 month period preceding the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST.
  - c) A QMP who has not been current on any military aircraft in the 5 year period preceding the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST. The applicant shall undergo a course of training on single-engine piston aeroplanes as specified by an FI(A) before passing the NPPL(A) GST in an SSEA.

### 2.1.7.3 **Theoretical Knowledge**

Qualified Military Aircrew in current flying practice, defined as a minimum of 12 hours flying experience as a pilot in military or civil aeroplanes (or combination of both) in the 24 months preceding the date of application for licence issue, shall receive the following specific accreditation:

- a) A current QMP who holds or has held any Operational Category or CFS QFI / QHI Category, shall be credited all theoretical examination requirements with the exception of the Part-FCL PPL(A) theoretical examination in Aviation Law and Operational Procedures.
- b) A current QMP(A) shall be credited the Part-FCL PPL(A) theoretical examinations in Navigation and Radio Aids, Meteorology, Aircraft (General) and Principles of Flight and Flight Performance and Planning.



- c) A current QMP(H), current Qualified Military Navigator or Observer shall be credited the Part-FCL PPL(A) theoretical examinations in Navigation and Radio Aids, Meteorology and Flight Performance and Planning.
- d) A current Qualified Military Air Engineer shall be credited the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight.
- e) All current Military Service Pilots, Navigators, Observers and Air Engineers who have completed the appropriate single-service Aviation Medicine and Crew Resource Management courses shall be credited the Part-FCL PPL(A) theoretical examination in Human Performance.
- f) All current Qualified Military Pilots and those current Qualified Military Navigators or Observers who are qualified as normal flight crew members of single pilot aircraft shall be credited the RTF Practical Test. In order to add FRTOL privileges to an NPPL, unless they hold or have held any Operational Category or CFS QFI / QHI Category, they will be required to pass the Part-FCL Communications (PPL) theoretical examination.

#### 2.1.74 **Elementary Flying Training School Graduates**

Pilots who have graduated from Service EFTS courses shall receive the following accreditation towards the issue of an NPPL(A) with SSEA Class Rating:

- a) EFTS Graduates presented with a full accreditation course completion certificate (annotated with a Green Border) shall be credited all the NPPL(A) flying training and theoretical knowledge requirements.
- b) EFTS Graduates presented with a partial course completion certificate (annotated with a Yellow Border) shall be credited only the elements completed during EFT training and will be required to complete the remaining elements to qualify for licence issue.
- c) An EFTS Graduate who has passed the EFTS Final Handling Test and who has, in the 24 month period preceding the date of application for licence issue, flown a minimum of 12 hours as Pilot of Single Engine Piston aeroplanes, including not less than 8 hours as Pilot in Command and not less than 1 hour of flying training with a current QFI or FI(A) and who has flown a minimum of 6 hours as Pilot of Single Engine Piston aeroplanes in the 12 months before the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST and GST.
- d) All EFTS Graduates wishing to add FRTOL privileges to an NPPL shall pass the Part-FCL Communications (PPL) theoretical examination.

#### 2.1.75 **University Air Squadron Flying Training**

Pilots who have received formal flying training at a UAS shall receive full accreditation for such flying training. No accreditation will be given for 'air experience' flying conducted by pilots who are neither current QFIs nor holders of civil pilot licences containing valid FI(A) Ratings.

#### 2.1.76 **CAA-issued Aeroplane licences with a valid SEP rating to NPPL (SSEA)**

The holder of a valid CAA-issued Part-FCL Pilot Licence (Aeroplanes) or UK PPL (A) with SEP class rating who wishes to obtain an NPPL(A) (SSEA) shall:

- a) produce the CAA-issued Pilot Licence (Aeroplanes) or UK PPL(A);
- b) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate.



It should be noted that any additional ratings attached to the CAA-issued Part-FCL Pilot Licence (Aeroplanes) or UK PPL(A), such as the Night Qualification or Rating, IMC or FI(A) Rating are not transferable to an NPPL(A) (SSEA) and the holder's privileges will be restricted accordingly.

## 2.2 **Pilots with expired licences or ratings**

Credit shall be given for holders of expired CAA-issued Pilot Licences for Aeroplanes or ratings as follows:

- a) Where an SEP class rating included in such licences has expired by not more than 5 years, the licence holder shall hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL(A) GST in an SSEA.
- b) Where an SEP class rating included in such licences has expired by more than 5 years, the licence holder shall undergo a course of SSEA refresher flying training as specified by an FI(A) or CRI(SPA), hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL(A) GST in an SSEA. The licence holder shall also pass an oral theoretical knowledge examination conducted by the authorised examiner as part of the GST.

## 2.3 **Non-UK licences**

- a) The holder of any licence issued by an ICAO Contracting State who wishes to obtain an NPPL(A) with SSEA Class Rating should contact the NPPL(A) (SSEA) assistance advisers for advice on the specific requirements for licence conversion. These requirements will be determined by the holder's current experience and will be assessed individually. The applicant shall also pass the Part-FCL PPL(A) Air Law and Operational Procedures and Human Performance examinations prior to passing the NPPL NST and GST in an SSEA. However, holders of such licences which are current and valid in all respects who have flown a minimum of 100 hours as pilot of aeroplanes shall be credited the NPPL(A) NST if they have also flown a minimum of 5 hours PIC cross-country flight time in UK airspace in the 12 months prior to the date of licence application.
- b) Credit may be given for training on SSEA aircraft conducted in an ICAO Contracting State which has not been fully completed; applicants seeking credit for such training should contact the NPPL(A) (SSEA) assistance advisers. Applicants will be required to produce a certificated statement from the non-UK training provider in order for such previous training to be credited.

## 2.4 **Incomplete SLMG, Microlight and/or ATC/CCF training**

Credit may be given for training on SLMG and/or Microlight aircraft which has not been fully completed; applicants seeking credit for such training should contact the NPPL(A) (SSEA) assistance advisers. Credit may also be given for ATC/CCF flying training conducted on the Vigilant TMG. All accreditation requirements will be determined by the applicant's current experience and will be assessed individually. The applicant will be required to complete the minimum instructional training hours for the NPPL(A) (SSEA), to pass the Part-FCL PPL(A) theoretical knowledge examinations and to pass the NPPL(A) NST and GST in an SSEA.



### SECTION 3 CROSS-CREDITING LICENCES AND RATINGS TO NPPL(A) (SLMG)

#### 3.1 Pilots with valid licences and ratings

##### 3.1.1 NPPL(SSEA), or any UK issued Licence with SEA or SEP Class Rating to NPPL(A) (SLMG)

The holder of a valid NPPL(A) with SSEA Class Rating, or any UK issued licence with SEP or SSEA Class Rating who wishes to obtain an SLMG Class Rating shall:

- a) produce the Pilot Licence (Aeroplanes) with the rating;
- b) produce log book evidence of having satisfactorily completed conversion training with an SLMG Instructor on self-launching motor gliders;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate.

##### 3.1.2 NPPL(A) (Microlight) or UK PPL (Microlight) to NPPL(A) (SLMG)

3.1.2.1 The holder of a licence with a valid Microlight Class Rating or UK PPL(M) without restrictions who wishes to obtain an SLMG Class Rating shall:

- a) produce the licence with valid rating or UK PPL(M);
- b) produce logbook evidence of currency on Microlight aircraft;
- c) carry out such SLMG conversion training as is judged necessary by the SLMG Instructor conducting the training to achieve the required standard for the applicant to take the NPPL(A) NST and GST in an SLMG. This training must include:
  - i) not less than 1 hour of dual instrument appreciation;
  - ii) 2 hours stall awareness/spin avoidance training;
  - iii) Differences training for Microlight pilots whose Microlight flying has been solely on flexwing aircraft;
  - iv) not less than the 32 hours required minimum total flight time for the NPPL(A) with SLMG Class Rating, which may be a combination of both Microlight and SLMG flying.
- d) pass the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight;
- e) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- f) pass the NPPL(A) NST and GST in an SLMG.

For the holder of a PPL(M) with operating restrictions, the requirements shall further include:

- g) the whole of the navigation training required for the NPPL(A) with SLMG Class Rating;
- h) the completion of a minimum of 10 hours total solo flying which may be a combination of Microlight and SLMG flying.

3.1.2.2 An applicant who has commenced training for a NPPL(A) with Microlight Class Rating but who elects to train for the NPPL(A) with SLMG Class Rating before qualifying as a Microlight pilot may claim all those hours of Microlight training on either control system undertaken in the previous 6 months as allowances against training for the NPPL(A) with SLMG Class Rating subject to the following provisos:





- a) The minimum of 10 hours solo must be flown on a self-launching motor glider for the grant of an NPPL(A) with SLMG Class Rating;
- b) The minimum requirement of 32 hours of flying instruction required for the NPPL(A) may consist of a combination of Microlight and SLMG training;
- c) The whole of the navigation training required for the NPPL(A) with SLMG Class Rating must be completed.

### 3.1.3 **UK PPL (Gyroplane) to NPPL(A) (SLMG)**

The holder of a valid UK PPL(G) who wishes to obtain an NPPL(A) with SLMG Class Rating shall:

- a) produce the PPL(G);
- b) produce logbook evidence of currency on Gyroplane aircraft;
- c) carry out such SLMG conversion training as is judged necessary by the SLMG Instructor conducting the training to achieve the required standard for the applicant to take the NPPL(A) NST and GST in an SLMG. This training must include:
  - i) not less than 1 hour of dual instrument appreciation;
  - ii) 2 hours stall awareness/spin avoidance training.
- d) pass the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight;
- e) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- f) pass the NPPL(A) NST and GST in an SLMG.

### 3.1.4 **CAA-issued Helicopter licence to NPPL(A) (SLMG)**

The holder of a valid CAA-issued Helicopter licence who wishes to obtain an NPPL with SLMG Class Rating shall:

- a) produce the CAA-issued Helicopter licence;
- b) produce logbook evidence of currency on helicopters;
- c) carry out such SLMG conversion training as is judged necessary by the SLMG Instructor conducting the training to achieve the required standard for the applicant to take the NPPL(A) NST and GST in an SLMG. This training must include:
  - i) not less than 1 hour of dual instrument appreciation;
  - ii) 2 hours stall awareness/spin avoidance training;
- d) pass the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight;
- e) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- f) pass the NPPL(A) NST and GST in an SLMG.

### 3.1.5 **BGA Glider Pilots Licence to NPPL(A) (SLMG)**

The holder of a valid BGA Glider Pilots Licence who wishes to obtain an NPPL(A) with SLMG Class Rating shall:

- a) produce the BGA Glider Pilots Licence;



- b) produce log book evidence of having satisfactorily completed not less than 10 hours flying training on a self-launching motor glider under the supervision of an SLMG Instructor, which must include:
  - i) not less than 1 hour dual instruction in stall/spin awareness and avoidance;
  - ii) not less than 1 hour dual instrument appreciation;
  - iii) not less than 1 hour supervised solo flight.
- c) pass the Part-FCL PPL(A) theoretical examinations;
- d) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- e) pass the NPPL(A) NST and GST in an SLMG.

### 3.1.6 **Holder of ATC Instructor's Qualification to NPPL(SLMG)**

3.1.6.1 The holder of the ATC Instructor's Qualification valid for the Viking Glider who wishes to obtain an NPPL(A) with SLMG Class Rating shall:

- a) produce log book evidence of having satisfactorily completed flying training on a self-launching motor glider under the supervision of an SLMG Instructor, which must include:
  - i) not less than 1 hour dual instruction in instrument appreciation;
  - ii) not less than 4 hours dual instruction for a Category A or B1 Category Instructor, or 10 hours for a B2 Category Instructor, to include 2 hours stall awareness/spin avoidance training, practice forced landings without power and practice engine failure after take-off;
  - iii) not less than 6 hours flying as PIC for a Category A or B1 Category Instructor, or 10 hours for a Category C Instructor, which must include 4 hours cross-country flying;
- b) pass the Part-FCL PPL(A) theoretical examinations;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- d) pass the NPPL(A) NST and GST in an SLMG.

3.1.6.2 The holder of the ATC Instructor's Qualification valid for the Vigilant Motor Glider who wishes to obtain an NPPL(A) with SLMG Class Rating shall:

- a) produce log book evidence of having satisfactorily completed flying training on a self-launching motor glider under the supervision of an SLMG Instructor, which must include:
  - i) not less than 1 hour dual instruction in stall/spin awareness and avoidance;
  - ii) not less than 1 hour dual instrument appreciation;
  - iii) not less than 1 hour supervised solo flight;
  - iv) not less than 4 hours navigation training or successful completion of the 'Air Cadet Vigilant Transit Qualification' training syllabus, including at least one solo cross-country navigation exercise;
- b) pass the Part-FCL PPL(A) theoretical examinations;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- d) pass the NPPL(A) NST and GST in an SLMG.



### 3.1.7 **Military training towards NPPL(A) (SLMG)**

An applicant for the NPPL(A) with SLMG Class Rating shall be given appropriate accreditation for any theoretical and flying training and flying experience gained during military service. A Medical Officer in HM Forces who is included in the register of GPs maintained by the GMC may, in certain circumstances, countersign an NPPL Medical Declaration.

#### 3.1.7.1 **Flying Training**

Any previous flying training on self-launching motor gliders conducted by an SLMG Instructor may be counted towards the 32 hour minima of flying training and consolidation required before the applicant may take the NST and GST required for the grant of an NPPL(A) with SLMG Class Rating. All hours must be properly logged and certified by the Chief Flying Instructor or Commanding Officer as appropriate. Applicants must ensure that each individual exercise requirement is fully met. Military or ex-military pilots shall receive the following specific accreditation:

- a) A Qualified Military Pilot (QMP) who has, in the 24 month period preceding the date of application for licence issue, flown a minimum of 12 hours as Pilot of Single Engine Piston aeroplanes, including not less than 8 hours as Pilot in Command and not less than 1 hour of flying training with a current QFI or FI(A) and who has flown a minimum of 6 hours as Pilot of Single Engine Piston aeroplanes in the 12 months before the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST and GST, but shall produce log book evidence of having satisfactorily completed conversion training with an SLMG Instructor on self-launching motor gliders.
- b) A QMP who has not been current on any military aircraft in the 24 month period preceding the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST but shall produce log book evidence of having satisfactorily completed conversion training with an SLMG Instructor on self-launching motor gliders.
- c) A QMP who has not been current on any military aircraft in the 5 year period preceding the date of application for licence issue shall be credited the requirement to pass the NPPL(A) NST. The applicant shall undergo a course of training on self-launching motor gliders as specified by an SLMG Instructor before passing the NPPL(A) GST in an SLMG.

#### 3.1.7.2 **Theoretical Knowledge**

Qualified Military Aircrew in current flying practice, defined as a minimum of 12 hours flying experience as a pilot in military or civil aeroplanes (or combination of both) in the 24 months preceding the date of application for licence issue, shall receive the following specific accreditation:

- a) A current QMP, who holds or has held any Operational Category or CFS QFI / QHI Category, shall be credited all theoretical examination requirements with the exception of the Part-FCL PPL(A) theoretical examination in Aviation Law and Operational Procedures.
- b) A current QMP(A) shall be credited the Part-FCL PPL(A) theoretical examinations in Navigation and Radio Aids, Meteorology, Aircraft (General) and Principles of Flight and Flight Performance and Planning.
- c) A current QMP(H), current Qualified Service Navigator or Observer shall be credited the Part-FCL PPL(A) theoretical examinations in Navigation and Radio Aids, Meteorology and Flight Performance and Planning.



- d) A current Qualified Military Air Engineer shall be credited the Part-FCL PPL(A) theoretical examination in Aircraft (General) and Principles of Flight.
- e) All current Qualified Military Pilots, Navigators, Observers and Air Engineers who have completed the appropriate single-service Aviation Medicine and Crew Resource Management courses shall be credited the Part-FCL PPL(A) theoretical examination in Human Performance.
- f) All current Qualified Military Pilots and those current Qualified Military Navigators or Observers who are qualified as normal flight crew members of single pilot aircraft shall be credited the RTF Practical Test. In order to add FRTOL privileges to an NPPL(A), unless they hold or have held any Operational Category or CFS QFI / QHI Category, they will be required to pass the Part-FCL Communications (PPL) theoretical examination.

### 3.1.7.3 **Elementary Flying Training School Graduates**

Pilots who have graduated from Service EFTS courses shall receive the following accreditation towards the issue of an NPPL with SLMG Class Rating:

- a) EFTS Graduates presented with a full accreditation course completion certificate (annotated with a Green Border) shall be credited all the NPPL(A) flying training and theoretical knowledge requirements but shall produce logbook evidence of having satisfactorily completed conversion training with an SLMG Instructor on self-launching motor gliders.
- b) EFTS Graduates presented with a partial course completion certificate (annotated with a Yellow Border) shall be credited only the elements completed during EFT training and will be required to complete the remaining elements to qualify for licence issue including conversion training with an SLMG Instructor on self-launching motor gliders.
- c) An EFTS Graduate who has passed the EFTS Final Handling Test and who has, in the 24 month period preceding the date of application for licence issue, flown a minimum of 12 hours as Pilot of Single Engine Piston aeroplanes, including not less than 8 hours as Pilot in Command and not less than 1 hour of flying training with a current QFI or FI(A) and who has flown a minimum of 6 hours as Pilot of Single Engine Piston aeroplanes in the 12 months before the date of application for licence issue, shall be credited the requirement to pass the NPPL(A) NST and GST.
- d) All EFTS Graduates wishing to add FRTOL privileges to an NPPL shall pass the Part-FCL Communications (PPL) Examination.

### 3.1.7.4 **University Air Squadron Flying Training**

Pilots who have received formal flying training at a UAS shall receive full accreditation for such flying training. No accreditation will be given for 'air experience' flying conducted by pilots who are neither current QFIs nor holders of civil pilot licences containing valid FI(A) Ratings.

### 3.1.8 **CAA-issued Part-FCL Pilot Licence (Aeroplanes) with TMG Class Rating or UK PPL(A) SLMG to NPPL(A) (SLMG)**

The holder of a valid CAA-issued Part-FCL Pilot Licence (Aeroplanes) with TMG Class Rating or UK PPL(A) SLMG who wishes to obtain an NPPL(A) (SLMG) shall:

- a) produce the CAA-issued Part-FCL Pilot Licence (Aeroplanes) or UK PPL(A);
- b) hold a valid NPPL medical declaration or Part-MED Class 1, 2 or LAPL medical certificate.

It should be noted that the holder's privileges will be restricted to NPPL(A) privileges only.



### 3.2 **Pilots with expired licences or ratings**

Credit shall be given for holders of expired CAA-issued Part-FCL Pilot Licence (Aeroplanes) and UK PPL(A) licences or ratings as follows:

- a) Where a TMG class rating or SLMG privileges included in such licences has expired by not more than 5 years, the licence holder shall hold a valid NPPL medical declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL GST in an SLMG.
- b) Where a TMG class rating or SLMG privileges included in such licences has expired by more than 5 years, the licence holder shall undergo a course of training on a self-launching motor glider as specified by a SLMG Instructor, hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL GST in an SLMG. The licence holder shall also pass an oral theoretical knowledge examination conducted by the authorised examiner as part of the GST.

### 3.3 **Non-UK licences**

- a) The holder of any licence issued by an ICAO Contracting State who wishes to obtain an NPPL(A) with SLMG Class Rating should contact the NPPL(A) (SLMG) assistance advisers for advice on the specific requirements for licence conversion. These requirements will be determined by the holder's current experience and will be assessed individually. The applicant shall also pass the Part-FCL PPL(A) theoretical examinations in Air Law and Operational Procedures and Human Performance prior to passing the NPPL(A) NST and GST in a SLMG. However, holders of such licences which are current and valid in all respects who have flown a minimum of 100 hours as pilot of aeroplanes shall be credited the NPPL(A) NST if they have also flown a minimum of 5 hours PIC cross-country flight time in UK airspace in the 12 months prior to the date of licence application.
- b) Credit may be given for training on SLMG or TMG aircraft conducted in an ICAO Contracting State which has not been fully completed; applicants seeking credit for such training should contact the NPPL(A) (SLMG) assistance advisers. Applicants will be required to produce a certificated statement from the non-UK training provider in order for such previous training to be credited.

### 3.4 **Incomplete SEP, SSEA, Microlight and/or ATC/CCF training**

Credit may be given for training on SEP, SSEA and/or Microlight aircraft which has not been fully completed; applicants seeking credit for such training should contact the NPPL(A) (SLMG) assistance advisers. Credit may also be given for ATC/CCF flying training conducted on the Vigilant TMG. All accreditation requirements will be determined by the applicant's current experience and will be assessed individually. The applicant will be required to complete the minimum instructional training hours for the NPPL(A) (SLMG), to pass the Part-FCL PPL(A) theoretical examinations and to pass the NPPL(A) NST and GST in a SLMG.



## **SECTION 4 CROSS-CREDITING LICENCES AND RATINGS TO NPPL (MICROLIGHT)**

### **4.1 Pilots with valid licences and ratings**

#### **4.1.1 UK Licence with SEP or SSEA rating to NPPL(A) (Microlight)**

The holder of a valid CAA-issued Pilot Licence (Aeroplanes) with SEP Class Rating or SSEA rating who wishes to obtain a Microlight Class Rating shall:

- a) produce the CAA-issued Pilot Licence (Aeroplanes);
- b) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- d) pass the NPPL(A) GST in a Microlight.

#### **4.1.2 NPPL(A) (SLMG), UK PPL(A) SLMG to NPPL(A) (Microlight)**

The holder of a valid UK issued licence with SLMG rating who wishes to obtain a Microlight Class Rating shall:

- a) produce the licence with valid SLMG rating;
- b) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- c) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- d) pass the NPPL(A) GST in a Microlight.

#### **4.1.3 UK PPL (Gyroplane) to NPPL(A) (Microlight)**

The holder of a valid UK PPL(G) who wishes to obtain an NPPL(A) with Microlight Class Rating shall:

- a) produce the UK PPL(G);
- b) pass the Microlight theoretical examinations in Aircraft General (Part 1) and Aviation Law, Flight Rules and Procedures;
- c) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- d) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- e) pass the NPPL(A) GST in a Microlight.

#### **4.1.4 CAA-issued Helicopter licence to NPPL(A) (Microlight)**

The holder of a valid Helicopter licence who wishes to obtain an NPPL(A) with Microlight Class Rating shall:

- a) produce the CAA-issued Helicopter licence;
- b) pass the Microlight theoretical examinations in Aircraft General (Part 1) and Aviation Law, Flight Rules and Procedures;



- c) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- d) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- e) pass the NPPL(A) GST in a Microlight.

#### 4.1.5 **BGA Glider Pilots Licence to NPPL(A) (Microlight)**

The holder of a valid BGA Glider Pilots Licence who wishes to obtain a NPPL(A) with Microlight Class Rating shall:

- a) produce the BGA Glider Pilots Licence;
- b) produce log book evidence of 5 flights as PIC of gliders within the 9 months prior to licence application;
- c) produce log book evidence of having satisfactorily completed not less than 15 hours conversion training on Microlight aircraft under the supervision of a Microlight FI, which must include:
  - i) not less than 6 hours supervised solo flight;
  - ii) not less than 5 hours navigation training, to include not less than 3 hours solo navigation including one qualifying cross-country flight as defined in the NPPL(A) (Microlight) syllabus
- d) pass the Microlight theoretical knowledge examinations;
- e) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- f) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- g) pass the NPPL(A) GST on a Microlight.

#### 4.1.6 **ATC Instructor's Qualification to NPPL(A) (Microlight)**

The holder of the ATC Instructor's qualification wishing to obtain an NPPL(A) with Microlight Class Rating shall:

- a) produce log book evidence of having satisfactorily completed not less than 15 hours conversion training on Microlight aircraft under the supervision of a Microlight FI, which must include:
  - i) not less than 6 hours supervised solo flight;
  - ii) not less than 5 hours navigation training, to include not less than 3 hours solo navigation including one qualifying cross-country flight as defined in the NPPL(A) (Microlight) syllabus;
- b) pass the Microlight theoretical knowledge examinations;
- c) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- d) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- e) pass the NPPL(A) GST on a Microlight.



#### 4.1.7 **Military training towards NPPL(A) (Microlight)**

4.1.7.1 An applicant for the NPPL(A) with Microlight Class Rating shall be given appropriate accreditation for any theoretical and flying training and flying experience gained during military service. A Medical Officer in HM Forces who is included in the register of GPs maintained by the GMC may, in certain circumstances, countersign an NPPL Medical Declaration.

4.1.7.2 **Flying Training.** Any previous flying training on Single Engine Piston (Land) aeroplanes conducted by an FI(A) or current Qualified Flying Instructor (QFI) may be counted towards the 25 hour minima of flying training and consolidation required before the applicant may take the GST required for the grant of an NPPL(A) with Microlight Class Rating. This may include:

- a) Service Flying Scholarship flying.
- b) Elementary Flying Training (EFT) flying.
- c) University Air Squadron (UAS) flying.
- d) Service Pilots under training.
- e) Service Pilots withdrawn from flying training.

4.1.7.3 All hours must be properly logged and certified by the Chief Flying Instructor or Commanding Officer as appropriate. Applicants must ensure that each individual exercise requirement is fully met. Military or ex-military pilots shall receive the following specific accreditation:

- a) A Qualified Military Pilot (QMP) who has been current on any military aircraft in the 5 year period preceding the date of application for licence issue shall pass the NPPL(A) GST in a Microlight. The applicant shall also pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by the authorised examiner as part of the GST; this examination shall include pilot maintenance requirements and conditions of the Permit to Fly.
- b) A QMP who has not been current on any military aircraft in the 5 year period preceding the date of application for licence issue shall undergo a course of training on Microlight aircraft as specified by a Microlight FI before passing the NPPL(A) GST in a Microlight. The applicant shall also pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by the authorised examiner as part of the GST; this examination shall include pilot maintenance requirements and conditions of the Permit to Fly.

#### 4.1.7.4 **Theoretical Knowledge**

Qualified Service Aircrew in current flying practice, defined as a minimum of 12 hours flying experience as a pilot in military or civil aeroplanes (or combination of both) in the 24 months preceding the date of application for licence issue, shall receive the following specific accreditation:

- a) A current QMP, who holds or has held any Operational Category or CFS QFI / QHI Category, shall be credited all theoretical examination requirements with the exception of the Microlight theoretical knowledge examination in Aviation Law, Flight Rules and Procedures and the Microlight Aeroplanes Type (Part 2) oral examination.
- b) A current QMP(A) shall be credited the Microlight theoretical examinations in Navigation, Meteorology and Aircraft General (Part 1).





- c) A current QMP(H), current Qualified Military Navigator or Observer shall be credited the Microlight theoretical examinations in Navigation and Meteorology.
- d) A current Qualified Military Air Engineer shall be credited the Microlight theoretical examination in Aircraft General (Part 1).
- e) All current Qualified Military Pilots, Navigators, Observers and Air Engineers who have completed the appropriate single-service Aviation Medicine and Crew Resource Management courses will be credited the Microlight theoretical examination in Human Performance and Limitations.
- f) All current Qualified Military Pilots and those current Qualified Military Navigators or Observers who are qualified as normal flight crew members of single pilot aircraft shall be credited the RTF Practical Test. In order to add FRTOL privileges to an NPPL, unless they hold or have held any Operational Category or CFS QFI / QHI Category, they will be required to pass the Part-FCL Communications (PPL) theoretical examination.

#### 4.1.75 **Elementary Flying Training School Graduates**

Pilots who have graduated from Service EFTS courses shall receive the following accreditation towards the issue of a NPPL(A) with Microlight Class Rating:

- a) EFTS Graduates presented with a full accreditation course completion certificate (annotated with a Green Border) will be credited all the NPPL(A) flying training and theoretical knowledge requirements but shall produce logbook evidence of having satisfactorily completed conversion training with a Microlight FI on Microlight aircraft before passing the NPPL(A) GST in a Microlight. The applicant shall also pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by the authorised examiner as part of the GST; this examination shall include pilot maintenance requirements and conditions of the Permit to Fly.
- b) EFTS Graduates presented with a partial course completion certificate (annotated with a Yellow Border) will be credited only the elements completed during EFT training and will be required to complete the remaining elements to qualify for licence issue including conversion training with a Microlight FI on Microlight aircraft before passing the NPPL(A) GST in a Microlight. The applicant shall also pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by the authorised examiner as part of the GST; this examination shall include pilot maintenance requirements and conditions of the Permit to Fly.
- c) All EFTS Graduates wishing to add FRTOL privileges to an NPPL(A) shall pass the Part-FCL Communications (PPL) Examination.

#### 4.1.76 **University Air Squadron Flying Training**

Pilots who have received formal flying training at a UAS shall receive full accreditation for such flying training. No accreditation will be given for 'air experience' flying conducted by pilots who are neither current QFIs nor holders of civil pilot licences containing valid FI(A) Ratings.

#### 4.1.8 **Powered Parachute, Powered Hang Glider, Hang Glider or Paraglider experience to NPPL(A) (Microlight)**

The holder of a PPL (Powered Parachute), a British Hang Gliding and Paragliding Association 'Pilot' Rating (or higher), BMAA or BHPA 'Powered Hang Glider FLM' Rating who wishes to obtain an NPPL(A) (Microlight) shall:

- a) produce log book evidence of having completed 5 flights as PIC of a powered parachute, powered hang glider, hang glider or paraglider in the 9 months prior to licence application;



- b) for applicants for the NPPL(A) (Microlight) with operational limits, produce log book evidence of having satisfactorily completed flying training on Microlight aircraft under the supervision of a Microlight FI including training exercises as defined in the NPPL(A) (Microlight) syllabus, which must include:
  - i) not less than 5 hours training, including:
  - ii) not less than 3 hours supervised solo flight in the 9 months prior to licence application;
- c) for applicants for the NPPL(A) (Microlight) without operational limits, produce log book evidence of having satisfactorily completed flying training in Microlight aircraft under the supervision of a Microlight FI including training exercises as defined in the NPPL (Microlight) syllabus, which must include:
  - i) not less than 15 hours training, including:
    - (1) not less than 6 hours supervised solo flight in the 9 months prior to licence application;
    - (2) not less than 3 hours solo navigation in the 9 months prior to licence application including the qualifying cross-country flight as defined in the NPPL(A) (Microlight) syllabus;
- d) pass the following Microlight theoretical knowledge examinations:
  - i) Holders of UK PPL (Powered Parachute) shall pass the Microlight theoretical examination in Aircraft General (Part 1);
  - ii) Holders of British Hang Gliding and Paraglider Association or BMAA Powered Hang Glider FLM 'Pilot' ratings shall pass all Microlight theoretical examinations;
- e) pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner. The examination shall include pilot maintenance requirements and conditions of the Permit to Fly;
- f) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- g) pass the NPPL(A) (Microlight) GST.

#### 4.1.9 **Self Propelled Hang Glider or Foot Launched Microlight experience to NPPL(A) (Microlight) (Powered Parachute)**

The holder of a BMAA or BHPA Self Propelled Hang Glider or Foot Launched Microlight Pilot Rating who wishes to obtain an NPPL(A) (Microlight) (Powered Parachute) shall:

- a) produce log book or log sheet evidence of having completed at least 5 hours experience on foot launched SPHG or FLM aircraft in the 12 months prior to licence application;
- b) hold a current BMAA or BHPA SPHG/FLM Pilot Rating;
- c) complete the following flight training:
  - i) For applicants for the NPPL(A) (Microlight) (Powered Parachute) with Operational Limitations, complete flight training of not less than 2 hours on Powered Parachutes under the supervision of an instructor authorised to conduct training for the NPPL(A) (Microlight) (Powered Parachute), to include:
    - (1) not less than 1 hour solo PIC within the 9 months before licence application;



- (2) not less than 15 take-offs and full stop landings, of which 6 must be solo PIC flown within the 9 months before licence application;
- ii) For applicants for the NPPL(A) (Microlight) (Powered Parachute) without Operational Limitations, complete flight training of not less than 5 hours on Powered Parachutes under the supervision of an instructor authorised to conduct training for the NPPL(A) (Microlight) (Powered Parachute), to include:
  - (1) not less than 5 hours solo PIC within the 9 months before licence application;
  - (2) not less than 15 take-offs and full stop landings, of which 6 must be solo PIC flown within the 9 months before licence application.
  - (3) Navigation training, to include:
    - (aa) not less than 2 hours solo PIC within the 9 months before licence application, including one cross-country flight of at least 25 nautical miles during which the applicant landed at least one other site not less than 10 nautical miles from the site of departure;
- d) within the 12 months before licence application, pass the Microlight theoretical knowledge examinations in Aviation Law (Microlight), Human Performance and Limitations, Navigation, Meteorology and Aircraft General (Powered Parachutes);
- e) within the 9 months before licence application, pass the oral examination in Aircraft Type (Powered Parachutes);
- f) hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate;
- g) pass a Powered Parachute Flight Test with an Examiner authorised to conduct tests on Powered Parachutes.

#### 4.2 **Pilots with expired licences or ratings**

Credit shall be given for holders of expired CAA-issued Part-FCL Pilot Licence (Aeroplanes) and UK PPL(A) licences or ratings as follows:

- a) Where a Microlight class rating or Microlight privileges included in such licences has expired by not more than 5 years, the licence holder shall hold a valid NPPL medical declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL(A) GST in a Microlight.
- b) Where a Microlight class rating or Microlight privileges included in such licences has expired by more than 5 years, the licence holder shall undergo a course of training on a Microlight aircraft as specified by a Microlight FI, hold a valid NPPL Medical Declaration or Part-MED Class 1, 2 or LAPL medical certificate and pass the NPPL(A) GST in a Microlight. The licence holder shall also pass an oral theoretical knowledge examination conducted by the authorised examiner as part of the GST.

#### 4.3 **Non-UK licences**

The holder of any licence issued by an ICAO Contracting State who wishes to obtain a NPPL(A) (Microlight) should write to the BMAA for advice on the specific requirements for licence conversion. These requirements will be determined by the holder's current experience and will be assessed individually. The applicant shall also pass the Microlight theoretical examinations in Aviation Law, Flight Rules and Procedures and Human Performance and Limitations before passing the NPPL(A) GST in a Microlight. The applicant shall also pass the Microlight Aeroplanes Type (Part 2) oral examination conducted by the authorised examiner as part of the GST; this examination shall include pilot maintenance requirements and conditions of the Permit to Fly.



#### 4.4 **Incomplete SEP, SSEA, SLMG and/or ATC/CCF training**

4.4.1 Credit towards the grant of an NPPL with Microlight Class Rating may be given for flight training on other classes of aircraft. A maximum of 10 hrs credit will be given for any such training conducted with an authorised UK flight instructor; applicants seeking credit for other flight training should contact the BMAA for advice.

a) Applicants for a Microlight Class Rating without Operational Limitations shall pass the Microlight theoretical knowledge examinations, including the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner and complete not less than 25 hours total flight training, to include the following flight training on Microlight aircraft:

i) not less than 5 hours of navigation training with an authorised Microlight instructor in the 9 months before licence application;

ii) not less than 10 hours solo under the supervision of an authorised Microlight instructor in the 9 months before licence application, to include:

(1) 3 hours navigation;

(2) 2 qualifying cross-country flights as defined in the NPPL Microlight Syllabus;

iii) Pass the NPPL GST.

b) Applicants for a Microlight Class Rating with Operational Limitations shall pass the Microlight theoretical knowledge examinations, including the Microlight Aeroplanes Type (Part 2) oral examination conducted by a Microlight flight examiner and complete not less than 15 hours total flight training, to include the following flight training on Microlight aircraft:

i) Not less than 7 hours solo under the supervision of an authorised Microlight instructor in the 9 months before licence application;

ii) Pass the NPPL GST.

4.4.2 Credit towards the Microlight theoretical knowledge examinations may be given for NPPL(A) or PPL theoretical knowledge examinations in the following subjects which the applicant has passed in the 24 months before licence application:

a) Human Performance and Limitations.

b) Navigation and Radio Aids.

c) Meteorology.