

## **ALLOWANCES AGAINST TRAINING FOR THE GRANT OF A NPPL**

### **SECTION 1. GENERAL**

#### **Introduction**

Holders of a National Private Pilot's Licence (NPPL) with either a simple Single Engine Piston (SEP) aeroplane, Self Launching Motor Glider (SLMG), or Microlight aircraft class rating who are in current flying practice may count flying experience towards the minimum requirements for a NPPL with a different aircraft class rating, as described in Sections 2, 3 and 4 below.

Each section refers to the requirements for obtaining a particular aircraft rating, and includes credits for expired aircraft ratings and for valid non-UK licences. 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:

- Section 2. Cross-crediting licences and ratings to NPPL (SEP).
- Section 3. Cross-crediting licences and ratings to NPPL (SLMG).
- Section 4. Cross-crediting licences and ratings to NPPL (Microlight).

#### **Flight and skill tests**

GST refers to the General Skill Test applicable to all aircraft class ratings.

NST refers to the Navigation Skill Test applicable to the SEP and/or SLMG aircraft class ratings.

Under each list of requirements, the GST must be the final requirement to be met before application for a NPPL.

#### **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 (SEP), the JAR-FCL PPL (A) theoretical knowledge examinations shall be used, for the NPPL (SLMG), either the existing SLMG examinations or the JAR-FCL PPL (A) examinations may be used and for the NPPL (Microlight) the existing Microlight examinations shall be used pending the possible future introduction of theoretical knowledge examinations specific to each aircraft rating.

#### **Medical certificates**

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

## SECTION 2. CROSS-CREDITING LICENCES AND RATINGS TO NPPL (SEP)

### 2.1 Pilots with valid licences and ratings

#### NPPL (SLMG) or UK PPL (A) SLMG to NPPL (SEP)

The holder of a NPPL (SLMG) or UK PPL (A) SLMG who wishes to obtain a NPPL (SEP) shall:

- a. Produce the NPPL (SLMG) or UK PPL (A) SLMG;
- b. Produce log book evidence of having satisfactorily completed SEP differences training with a SEP FI or CRI(SPA) in a single-engine piston aeroplane;
- c. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate.

#### NPPL(Microlight) or UK PPL (Microlight) to NPPL (SEP)

The holder of a NPPL (Microlight) or UK PPL (M) licence without restrictions who wishes to obtain a NPPL (SEP) shall:

- a. Produce the NPPL (Microlight) or UK PPL (M);
- b. Produce logbook evidence of currency on Microlight aircraft;
- c. Carry out such flying training in a single-engine piston aeroplane as is judged necessary by the SEP FI or CRI(SPA) giving the training to achieve the required standard to take the NPPL (SEP) NST and GST. This training must include:
  - (1) Not less than 1 hour of dual instrument appreciation;
  - (2) 2 hours stall awareness/spin avoidance training;
  - (3) Differences training for Microlight pilots whose Microlight flying has been solely on flexwing machines;
  - (4) Not less than the 32 hours required minimum total flight time for the NPPL (SEP), which may be a combination of both Microlight and SEP flying.
- d. Pass the JAR-FCL PPL (A) theoretical examination in Aircraft (General) and Principles of Flight;
- e. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate;
- f. Pass the NPPL (SEP) NST and GST.

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 (SEP);
- h. The completion of a minimum of 10 hours total solo flying which may be a combination of Microlight and SEP flying.

An applicant who has commenced training for a NPPL (Microlight) but elects to train for the NPPL (SEP) 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 (SEP) 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 a NPPL (SEP);
- b. The minimum requirement of 32 hours of flying instruction required for the NPPL may consist of a combination of Microlight and SEP training;
- c. The whole of the navigation training required for the NPPL (SEP) must be completed.

UK PPL (Gyroplane) to NPPL (SEP)

The holder of a UK PPL (G) who wishes to obtain a NPPL (SEP) shall:

- a. Produce the PPL (G);
- b. Produce logbook evidence of currency on Gyroplane aircraft;
- c. Carry out such flying training in a single-engine piston aeroplane as is judged necessary by the SEP FI or CRI(SPA) giving the training to achieve the required standard to take the NPPL (SEP) NST and GST. This training must include:
  - (1) Not less than 1 hour of dual instrument appreciation;
  - (2) 2 hours stall awareness/spin avoidance training.
- d. Pass the JAR-FCL PPL (A) theoretical examination in Aircraft (General) and Principles of Flight;
- e. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate;
- f. Pass the NPPL (SEP) NST and GST.

JAR-FCL PPL (Helicopter) to NPPL (SEP)

The holder of a JAR-FCL PPL (H) who wishes to obtain a NPPL (SEP) shall:

- a. Produce the PPL (H);
- b. Produce logbook evidence of currency on helicopter aircraft;
- c. Carry out such flying training in a single-engine piston aeroplane as is judged necessary by the SEP FI or CRI(SPA) giving the training to achieve the required standard to take the NPPL (SEP) NST and GST. This training must include:
  - (1) Not less than 1 hour of dual instrument appreciation;
  - (2) 2 hours stall awareness/spin avoidance training.
- d. Pass the JAR-FCL PPL (A) theoretical examinations in Aircraft (General) and Principles of Flight;
- e. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate;

- f. Pass the NPPL (SEP) NST and GST.

BGA Glider Pilots Licence to NPPL (SEP)

The holder of a current BGA Glider Pilots Licence who wishes to obtain a NPPL (SEP) shall:

- a. Produce the BGA Glider Pilots Licence;
- b. Produce log book evidence of having satisfactorily completed not less than 10 hours flying training in a single-engine piston aeroplane under the supervision of a SEP FI, which must include:
  - (1) Not less than 1 hour dual instruction in stall/spin awareness and avoidance;
  - (2) Not less than 1 hour dual instrument appreciation;
  - (3) Not less than 1 hour supervised solo flight.
- c. Pass the JAR-FCL PPL (A) theoretical knowledge examinations
- d. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate;
- e. Pass the NPPL (SEP) NST and GST;

Holder of ATC Instructor's Qualification to NPPL (SEP)

The holder of the ATC Instructor's Qualification valid for the Viking Glider who wishes to obtain a NPPL (SEP) shall:

- a. Produce log book evidence of having satisfactorily completed flying training under the supervision of a SEP FI in a single-engine piston aeroplane which must include:
  - (1) Not less than 1 hour dual instruction in instrument appreciation;
  - (2) Not less than 4 hours dual instruction for a Category A or B Instructor, or 10 hours for a Category C Instructor, to include 2 hours stall awareness/spin avoidance training, practice forced landings without power and practice engine failure after take-off;
  - (3) Not less than 6 hours flying as PIC for a Category A or B Instructor, or 10 hours for a Category C Instructor, which must include 4 hours cross-country flying.
- b. Pass the JAR-FCL PPL (A) theoretical knowledge examinations;
- c. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate;
- d. Pass the NPPL (SEP) NST and GST.

The holder of the ATC Instructor's Qualification valid for the Vigilant Motor Glider who wishes to obtain a NPPL (SEP) shall:

- a. Produce log book evidence of having satisfactorily completed flying training under the supervision of a SEP FI in a single-engine piston aeroplane which must include:
  - (1) Not less than 1 hour dual instruction in stall/spin awareness and avoidance;

- (2) Not less than 1 hour dual instrument appreciation;
  - (3) Not less than 1 hour supervised solo flight;
  - (4) 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 JAR-FCL PPL (A) theoretical knowledge examinations;
  - c. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate;
  - d. Pass the NPPL (SEP) NST and GST.

Military training towards NPPL (SEP)

An applicant for the NPPL (SEP) shall be given appropriate accreditation for Service theoretical and flying training received during military service. An applicant shall also be given appropriate medical accreditation for any current military Medical Employment Standard in order to obtain a NPPL Medical Declaration.

Any previous flying experience in Single Engine Piston (Land) aeroplanes may be counted towards the 32 hour minima of flying training and consolidation required before the applicant may take the NPPL (SEP) NST and GST required for the grant of a NPPL (SEP). This could include:

- a. Service Flying Scholarship flying.
- b. Unfinished UK or JAR-FCL PPL (A) courses.
- c. University Air Squadron (UAS) flying.
- d. Service Pilots under training.
- e. Service Pilots withdrawn from flying training.

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.

A current qualified service pilot (QSP) shall be credited the JAR-FCL PPL (A) theoretical examinations in Navigation and Radio Aids, Meteorology, Aircraft (General) and Principles of Flight, and Flight Performance and Planning.

A current QSP (Helicopters), current qualified service navigator or observer shall be credited the JAR-FCL PPL (A) theoretical examinations in Navigation and Radio Aids, Meteorology, and Flight Performance and Planning.

A current qualified service air engineer shall be credited the JAR-FCL PPL (A) examination in Aircraft (General) and Principles of Flight.

A current QSP who meets the requirements specified in LASORS Section D3.3 shall be credited all theoretical examination requirements with the exception of Aviation Law and Operational Procedures.

All current qualified service pilots, navigators, observers and air engineers who have completed the appropriate single-service Aviation Medicine and Crew Resource Management courses shall, in addition be credited the JAR-FCL PPL (A) theoretical examination in Human Performance and Limitations.

All qualified service pilots and those qualified service navigators or observers who are qualified as normal flight crew members of single pilot aircraft shall be credited the RTF Practical Test.

A QSP who has, in the 12 month period preceding the date of application for licence issue, flown a minimum of 12 hours as Pilot of Single Engine Piston (Land) aeroplanes , including at least 6 hours as First Pilot and one flight with a flight or military instructor, shall be credited the requirement to take the NPPL (SEP) NST and GST. QSPs with previous flying experience in SEP aeroplanes who do not meet these requirements will be credited as follows:

- a. If QSPs have been current in military aircraft in the previous 5 years they shall be credited the requirement to pass the NPPL (SEP) NST.
- b. If they have not been current in military aircraft in the previous 5 years, they shall be credited the requirement to pass the NPPL (SEP) NST. They will be required to complete a course of training in a single-engine piston aeroplane as specified by a SEP FI before taking the NPPL (SEP) GST.
- c. If they have not been current in military aircraft in the previous 10 years, they shall be required to complete the training consolidation and testing requirements specified for holders of expired licences and ratings.

University Air Squadron (UAS) and Joint Elementary Flight Training School (JEFTS) pilots who have successfully passed both the EFT Final Handling Test and the Final Navigation Test shall be credited the requirement to take the NPPL (SEP) NST and GST. UAS or JEFTS pilots who have only passed one of these tests shall be credited with the corresponding NPPL Skill Test.

A Service Medical Officer may issue a NPPL Medical Declaration depending upon the applicant's current Medical Employment Standard. This process will normally be achieved at the applicant's routine Annual Periodic Medical Examination.

#### JAR-FCL PPL (A) or UK PPL (A) to NPPL (SEP)

The holder of a JAR-FCL PPL(A) or UK PPL (A) with SEP class ratings who wishes to obtain a NPPL (SEP) shall:

- a. Produce the JAR-FCL PPL (A) or UK PPL (A), which includes evidence of validity;
- b. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate.

It should be noted that any additional ratings attached to the JAR-FCL PPL (A) or UK PPL (A), such as the Night qualification or rating, IMC or FI rating are not transferable to a NPPL 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 JAR-FCL PPL (A) and UK PPL (A) licences or ratings as follows:

- a. Where a 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 JAR-FCL Class 1 or 2 medical certificate and pass the NPPL (SEP) GST.
- b. Where a SEP class rating included in such licences has expired by more than 5 years, but by not more than 10 years, the licence holder shall undergo a course of training in a single-engine piston aeroplane as

specified by a SEP FI or CRI(SPA), hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate and pass the NPPL (SEP) NST and GST.

c. Where a SEP class rating included in such licences has expired by more than 10 years, the licence holder shall undergo a course of instruction in a single-engine piston aeroplane as specified by a SEP FI or CRI(SPA) which must include:

- (1) 2 hours of stall awareness/spin avoidance training;
- (2) 4 hours solo general handling exercises;
- (3) 4 hours solo cross-country flying, including the NPPL qualifying cross-country flight.

The licence holder shall also pass the JAR-FCL PPL (A) theoretical knowledge examinations in Aviation Law, Flight Rules and Procedures and Human Performance and Limitations, hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate and pass the NPPL (SEP) NST and GST.

### **2.3 Non-UK licences**

The holder of any licence issued by an ICAO Contracting State who wishes to obtain a NPPL (SEP) should contact the NPPL (SEP) 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 must also have passed the JAR-FCL PPL (A) Air Law and Operational Procedures and Human Performance and Limitation examinations prior to taking the NPPL (SEP) NST and GST. 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 NST if they have also flown a minimum of 5 hours P1C cross-country flight time in UK airspace in the 12 months prior to the date of licence application.

### **2.4 Incomplete SLMG and/or Microlight 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 (SEP) assistance advisers. The 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 (SEP), to pass the JAR-FCL PPL (A) theoretical knowledge examinations and to pass the NPPL (SEP) NST and GST.

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

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

##### NPPL (SEP), UK PPL (A) or JAR-FCL PPL (A) to NPPL (SLMG)

The holder of a NPPL (SEP), UK PPL (A) or JAR-FCL PPL (A) with SEP class rating who wishes to obtain a NPPL (SLMG) shall :

- a. Produce the NPPL (SEP), UK PPL (A) or JAR-FCL PPL (A);
- b. Produce log book evidence of having satisfactorily completed SLMG differences training with a SLMG FI in a self-launching motor glider;
- c. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate.

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

The holder of a NPPL (Microlight) or UK PPL (M) without restrictions who wishes to obtain a NPPL (SLMG) shall:

- a. Produce the NPPL (Microlight) or UK PPL (M);
- b. Produce logbook evidence of currency on Microlight aircraft;
- c. Carry out such flying training in a self-launching motor glider as is judged necessary by the SLMG FI giving the training to achieve the required standard to take the NPPL (SLMG) NST and GST. This training must include:
  - (1) Not less than 1 hour of dual instrument appreciation;
  - (2) 2 hours stall awareness/spin avoidance training;
  - (3) Differences training for Microlight pilots whose Microlight flying has been solely on flexwing machines;
  - (4) Not less than the 32 hours required minimum total flight time for the NPPL (SLMG), which may be a combination of both Microlight and SLMG flying.
- d. Pass either the SLMG examination in Aircraft General or the JAR-FCL PPL (A) examination in Aircraft (General) and Principles of Flight;
- e. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate;
- f. Pass the NPPL (SLMG) NST and GST.

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 (SLMG);
- h. The completion of a minimum of 10 hours total solo flying which may be a combination of Microlight and SLMG flying.



An applicant who has commenced training for a NPPL (Microlight) but elects to train for the NPPL (SLMG) 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 (SLMG) subject to the following provisos:

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

UK PPL (Gyroplane) to NPPL (SLMG)

The holder of a UK PPL(G) who wishes to obtain a NPPL (SLMG) shall:

- a. Produce the PPL(G);
- b. Produce logbook evidence of currency on Gyroplane aircraft;
- c. Carry out such flying training in a self-launching motor glider as is judged necessary by the SLMG FI giving the training to achieve the required standard to take the NPPL (SLMG) NST and GST. This training must include:
  - (1) Not less than 1 hour of dual instrument appreciation;
  - (2) 2 hours stall awareness/spin avoidance training.
- d. Pass either the SLMG examination in Aircraft General or the JAR-FCL PPL (A) examination in Aircraft (General) and Principles of Flight;
- e. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate;
- f. Pass the NPPL (SLMG) NST and GST.

JAR-FCL PPL (Helicopter) to NPPL (SLMG)

The holder of a JAR-FCL PPL (H) who wishes to obtain a NPPL (SLMG) shall:

- a. Produce the PPL (H);
- b. Produce logbook evidence of currency on helicopter aircraft;
- c. Carry out such flying training in a self-launching motor glider as is judged necessary by the SLMG FI giving the training to achieve the required standard to take the NPPL (SLMG) NST and GST. This training must include:
  - (1) Not less than 1 hour of dual instrument appreciation;
  - (2) 2 hours stall awareness/spin avoidance training;

- d. Pass either the SLMG theoretical examination in Aircraft General or the JAR-FCL PPL (A) theoretical examination in Aircraft (General) and Principles of Flight;
- e. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate;
- f. Pass the NPPL (SLMG) NST and GST.

BGA Glider Pilots Licence to NPPL (SLMG)

The holder of a current BGA Glider Pilots Licence who wishes to obtain a NPPL (SLMG) shall:

- a. Produce the BGA Glider Pilots Licence;
- b. Produce log book evidence of having satisfactorily completed not less than 10 hours flying training in a self-launching motor glider under the supervision of a SLMG FI, which must include:
  - (1) Not less than 1 hour dual instruction in stall/spin awareness and avoidance;
  - (2) Not less than 1 hour dual instrument appreciation;
  - (3) Not less than 1 hour supervised solo flight.
- c. Pass either the SLMG or the JAR-FCL PPL (A) theoretical knowledge examinations;
- d. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate;
- e. Pass the NPPL (SLMG) NST and GST.

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

The holder of the ATC Instructor's Qualification valid for the Viking Glider who wishes to obtain a NPPL (SLMG) shall:

- a. Produce log book evidence of having satisfactorily completed flying training under the supervision of a SLMG FI in a self-launching motor glider which must include:
  - (1) Not less than 1 hour dual instruction in instrument appreciation;
  - (2) Not less than 4 hours dual instruction for a Category A or B Instructor, or 10 hours for a Category C Instructor, to include 2 hours stall awareness/spin avoidance training, practice forced landings without power and practice engine failure after take-off;
  - (3) Not less than 6 hours flying as PIC for a Category A or B Instructor, or 10 hours for a Category C Instructor, which must include 4 hours cross-country flying;
- b. Pass either the SLMG or the JAR-FCL PPL (A) theoretical knowledge examinations;
- c. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate;
- d. Pass the NPPL (SLMG) NST and GST.

The holder of the ATC Instructor's Qualification valid for the Vigilant Motor Glider who wishes to obtain a NPPL (SLMG) shall:

- a. Produce log book evidence of having satisfactorily completed flying training under the supervision of a SLMG FI in a self-launching motor glider, which must include:
  - (1) Not less than 1 hour dual instruction in stall/spin awareness and avoidance;
  - (2) Not less than 1 hour dual instrument appreciation;
  - (3) Not less than 1 hour supervised solo flight;
  - (4) 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 either the SLMG or the JAR-FCL PPL (A) theoretical knowledge examinations;
- c. Hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate;
- d. Pass the NPPL(SLMG) NST and GST.

Military training towards NPPL (SLMG)

An applicant for the NPPL (SLMG) shall be given appropriate accreditation for Service theoretical and flying training received during military service. An applicant shall also be given appropriate medical accreditation for any current military Medical Employment Standard in order to obtain a NPPL Medical Declaration.

Any previous flying experience in single-engine piston aeroplanes and/or self-launching motor gliders may be counted towards the 32 hour minima of flying training and consolidation required before the applicant may take the NPPL (SLMG) NST and GST required for the grant of a NPPL (SLMG). This could include:

- a. Service Flying Scholarship flying.
- b. Unfinished UK or JAR-FCL PPL (A) courses.
- c. University Air Squadron (UAS) flying.
- d. Service Pilots under training.
- e. Service Pilots withdrawn from flying training.

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.

A current qualified service pilot (QSP) shall be credited either the SLMG theoretical examinations in Navigation, Meteorology and Aircraft General or the JAR-FCL PPL (A) theoretical examinations in Navigation and Radio Aids, Meteorology, Aircraft (General) and Principles of Flight, and Flight Performance and Planning.

A current QSP (Helicopters), current qualified service navigator or observer shall be credited either the SLMG theoretical examinations in Navigation and Meteorology or the JAR-FCL PPL (A) theoretical examinations in Navigation and Radio Aids, Meteorology, and Flight Performance and Planning.

A current qualified service air engineer shall be credited either the SLMG theoretical examination in Aircraft General or the JAR-FCL PPL (A) theoretical examination in Aircraft (General) and Principles of Flight.

A current QSP who meets the requirements specified in LASORS Section D3.3 shall be credited all theoretical examination requirements with the exception of either the SLMG theoretical examination in Aviation Law, Flight Rules and Procedures or the JAR-FCL PPL (A) theoretical examination in Aviation Law and Operational Procedures.

All current qualified service pilots, navigators, observers and air engineers who have completed the appropriate single-service Aviation Medicine and Crew Resource Management courses shall, in addition be credited either the SLMG or JAR-FCL PPL (A) theoretical examinations in Human Performance and Limitations.

All qualified service pilots and those qualified service navigators or observers who are qualified as normal flight crew members of single pilot aircraft shall be credited the RTF Practical Test.

A QSP who has, in the 12 month period preceding the date of application for licence issue, flown a minimum of 12 hours as pilot of single-engine piston aeroplanes and/or self-launching motor gliders, including at least 6 hours as First Pilot and one flight with a flight or military instructor, shall be credited the requirement to take the NPPL (SLMG) NST and GST. QSPs with previous flying experience in single-engine piston aeroplanes and/or self-launching motor gliders who do not meet these requirements will be credited as follows:

- a. If QSPs have been current in military aircraft in the previous 5 years they shall be credited the requirement to pass the NPPL (SLMG) NST.
- b. If they have not been current in military aircraft in the previous 5 years, they shall be credited the requirement to pass the NPPL (SLMG) NST. They will be required to complete a course of training in a self-launching motor glider as specified by a SLMG FI before taking the NPPL (SLMG) GST.
- c. If they have not been current in military aircraft in the previous 10 years, they shall be required to complete the training consolidation and testing requirements specified for holders of expired licences and ratings.

University Air Squadron (UAS) and Joint Elementary Flight Training School (JEFTS) pilots who have successfully passed both the EFT Final Handling Test and the Final Navigation Test shall be credited the requirement to take the NPPL (SLMG) NST and GST. UAS or JEFTS pilots who have only passed one of these tests shall be credited with the corresponding NPPL Skill Test.

A Service Medical Officer may issue a NPPL Medical Declaration depending upon the applicant's current Medical Employment Standard. This process will normally be achieved at the applicant's routine Annual Periodic Medical Examination.

#### JAR-FCL PPL(A) or UK PPL(A) to NPPL(SLMG)

The holder of a JAR-FCL PPL(A) with TMG class rating or UK PPL(A) SLMG who wishes to obtain a NPPL (SLMG) shall:

- a. Produce the JAR-FCL PPL(A) or UK PPL(A) which includes evidence of validity;
- b. Hold a valid NPPL medical declaration or JAR-FCL Class 1 or 2 medical certificate.

It should be noted that the NPPL holder will be restricted to NPPL privileges only.

### 3.2 Pilots with expired licences or ratings

Credit shall be given for holders of expired JAR-FCL PPL (A) and UK PPL(A) licences or ratings as follows:

- a. Where a TMG or SLMG 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 JAR-FCL Class 1 or 2 medical certificate, and pass the NPPL (SLMG) GST.
- b. Where a TMG or SLMG class rating included in such licences has expired by more than 5 years, but by not more than 10 years, the licence holder shall undergo a course of training in a self-launching motor glider as specified by a SLMG FI, hold a valid NPPL Medical Declaration or JAR-FCL Class 1 or 2 medical certificate and pass the NPPL (SLMG) NST and GST.
- c. Where a TMG or SLMG class rating included in such licences has expired by more than 10 years, the licence holder shall undergo a course of instruction in a self-launching motor glider as specified by a SLMG FI which must include:
  - (1) 2 hours of stall awareness/spin avoidance training;
  - (2) 4 hours solo general handling exercises;
  - (3) 4 hours solo cross-country flying, including the NPPL qualifying cross-country flight.

The licence holder must also pass either all the SLMG theoretical examinations or all the JAR-FCL PPL(A) theoretical knowledge examinations, hold a valid NPPL medical declaration or JAR-FCL Class 1 or 2 medical certificate, and pass the NPPL (SLMG) NST and GST.

### 3.3 Non-UK licences

The holder of any licence issued by an ICAO Contracting State who wishes to obtain a NPPL (SLMG) should contact the NPPL (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 must also have passed either the SLMG theoretical examinations in Aviation Law, Flight Rules and Procedures and Human Performance and Limitations or the JAR-FCL PPL (A) theoretical examinations in Air Law and Operational Procedures and Human Performance and Limitations prior to taking the NPPL (SLMG) NST and GST. 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 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.

### 3.4 Incomplete SEP and/or Microlight training

Credit may be given for training on SEP and/or Microlight aircraft which has not been fully completed; applicants seeking credit for such training should contact the NPPL (SLMG) assistance advisers. The 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 (SLMG), to pass either the SLMG theoretical examinations or the JAR-FCL PPL (A) theoretical knowledge examinations and to pass the NPPL (SLMG) NST and GST.

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

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

#### NPPL (SEP), UK PPL (A) or JAR-FCL PPL (A) to NPPL (Microlight)

The holder of a NPPL (SEP), UK PPL (A) or JAR-FCL PPL(A) with SEP class rating who wishes to obtain a NPPL (Microlight) shall:

- a. Produce the NPPL (SEP), UK PPL (A) or JAR-FCL PPL (A);
- 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 JAR-FCL Class 1 or 2 medical certificate;
- d. Pass the NPPL (Microlight) GST.

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

The holder of a NPPL (SLMG) or UK PPL (A) SLMG who wishes to obtain a NPPL (Microlight) shall:

- a. Produce the NPPL (SLMG) or UK PPL (A) SLMG;
- 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 JAR-FCL Class 1 or 2 medical certificate;
- d. Pass the NPPL (Microlight) GST.

#### UK PPL (Gyroplane) to NPPL (Microlight)

The holder of a UK PPL (G) who wishes to obtain a NPPL (Microlight) 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 JAR-FCL Class 1 or 2 medical certificate;
- e. Pass the NPPL (Microlight) GST.

JAR-FCL PPL (Helicopter) to NPPL (Microlight)

The holder of a JAR-FCL (H) who wishes to obtain a NPPL (Microlight) shall:

- a. Produce the UK PPL (H);
- 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 JAR-FCL Class 1 or 2 medical certificate;
- e. Pass the NPPL (Microlight) GST.

BGA Glider Pilots Licence to NPPL (Microlight)

The holder of a current BGA Glider Pilots Licence who wishes to obtain a NPPL (Microlight) 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 flying training in a microlight aircraft under the supervision of a Microlight FI, which must include:
  - (1) Not less than 6 hours supervised solo flight;
  - (2) Not less than 5 hours dual navigation training;
  - (3) Not less than 3 hours solo navigation including one qualifying cross-country flight as defined in the NPPL (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 JAR-FCL Class 1 or 2 medical certificate;
- g. Pass the NPPL (Microlight) GST.

ATC Instructor's Qualification to NPPL (Microlight)

The holder of the ATC Instructor's qualification wishing to obtain a NPPL (Microlight) shall:

- a. Produce log book evidence of having satisfactorily completed not less than 15 hours flying training in a microlight aircraft under the supervision of a Microlight FI, which must include:
  - (1) Not less than 6 hours supervised solo flight;
  - (2) Not less than 5 hours dual navigation training;
  - (3) Not less than 3 hours solo navigation including one qualifying cross-country flight as defined in the NPPL (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 JAR-FCL Class 1 or 2 medical certificate;
- e. Pass the NPPL (Microlight) GST.

Military training towards NPPL (Microlight)

An applicant for the NPPL (Microlight) shall be given appropriate accreditation for Service theoretical and flying training received during military service. An applicant shall also be given appropriate medical accreditation for any current military Medical Employment Standard in order to obtain a NPPL Medical Declaration.

An applicant for the NPPL (Microlight) with accreditation for military training shall:

- a. Produce log book evidence of having satisfactorily completed not less than 25 hours flying training in microlight aircraft under the supervision of a Microlight FI, which must include:
  - (1) Not less than 10 hours supervised solo flight;
  - (2) Not less than 5 hours dual navigation training;
  - (3) Not less than 3 hours solo navigation including one qualifying cross-country flight as defined in the NPPL (Microlight) syllabus;
  - (4) Completion of all training exercises as defined in the NPPL (Microlight) syllabus
- b. Pass the relevant 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 JAR-FCL Class 1 or 2 medical certificate;
- e. Pass the NPPL (Microlight) GST.

Any previous flying experience in single-engine piston aeroplanes and/or self-launching motor gliders may be counted towards the 25 hour minima of flying training and consolidation required before the applicant may take the NPPL (SLMG) NST and GST required for the grant of a NPPL (SLMG). This could include:

- a. Service Flying Scholarship flying.
- b. Unfinished UK or JAR-FCL PPL (A) courses.
- c. University Air Squadron (UAS) flying.
- d. Service Pilots under training.
- e. Service Pilots withdrawn from flying training.

All hours must be properly logged and certified by the Chief Flying Instructor or Commanding Officer as appropriate.

A current qualified service pilot (QSP) shall be credited the Microlight theoretical examinations in Navigation, Meteorology and Aircraft General (Part 1).

A current QSP (Helicopters), current qualified service navigator or observer shall be credited the Microlight theoretical examinations in Navigation and Meteorology.

A current qualified service air engineer shall be credited the Microlight theoretical examination in Aircraft General (Part 1).

A current QSP who meets the requirements specified in LASORS Section D3.3 shall be credited all theoretical examination requirements with the exception of the Microlight theoretical examination in Aviation Law, Flight Rules and Procedures and the Microlight Aeroplanes Type (Part 2) oral examination.

All current qualified service pilots, navigators, observers and air engineers who have completed the appropriate single-service Aviation Medicine and Crew Resource Management courses shall, in addition be credited the Microlight theoretical examinations in Human Performance and Limitations.

All qualified service pilots and those qualified service navigators or observers who are qualified as normal flight crew members of single pilot aircraft shall be credited the RTF Practical Test.

A Service Medical Officer may issue a NPPL Medical Declaration depending upon the applicant's current Medical Employment Standard. This process will normally be achieved at the applicant's routine Annual Periodic Medical Examination.

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

The holder of a PPL (Powered Parachute) or a British Hang Gliding and Paragliding Association 'Pilot' rating (or higher) who wishes to obtain a NPPL (Microlight) shall:

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

- b. Applicants for the NPPL (Microlight) with operational limits shall 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:
  - (1) Not less than 5 hours training, including:
  - (2) Not less than 3 hours supervised solo flight in the 9 months prior to licence application;
- c. Applicants for the NPPL (Microlight) without operational limits shall 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:
  - (1) Not less than 15 hours training, including:
  - (2) Not less than 6 hours supervised solo flight in the 9 months prior to licence application;
  - (3) 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 (Microlight) syllabus;
- d. Pass the relevant Microlight theoretical knowledge examinations:
  - (1) Holders of UK PPL (Powered Parachute) shall pass the Microlight theoretical examination in Aircraft General (Part 1);
  - (2) Holders of British Hang Gliding and Paraglider Association '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 JAR-FCL Class 1 or 2 medical certificate;
- g. Pass the NPPL (Microlight) GST.

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

Credit shall be given for holders of expired JAR-FCL PPL and UK PPL licences or ratings as follows:

- a. Where the licence holder has not flown as PIC of an aircraft in the 5 years prior to licence application, the licence holder shall:
  - (1) 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;
  - (2) Hold a valid NPPL medical declaration or JAR-FCL Class 1 or 2 medical certificate;
  - (3) Pass the NPPL (Microlight) GST.
- b. Where the licence holder has not flown as PIC of an aircraft between 5 and 10 years prior to licence application, the licence holder shall:

- (1) Carry out such flying training in Microlight aircraft as is judged necessary by the Microlight FI giving the training to achieve the required standard to take the NPPL (Microlight) GST.
  - (2) Pass the Microlight theoretical examinations in Aviation Law, Flight Rules and Procedures and, unless holding a lapsed licence with a Microlight rating, Aircraft General (Part 1);
  - (3) Hold a valid NPPL medical declaration or JAR-FCL Class 1 or 2 medical certificate;
  - (4) Pass the NPPL (Microlight) GST including a cross-country flight to another aerodrome at least 30 minutes flight time from the aerodrome of departure, a join into the traffic pattern and landing at that aerodrome and a return flight to the aerodrome of departure.
- c. No credit shall be given for licence holders who have not flown as PIC of an aircraft for more than 10 years prior to licence application.

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

The holder of any licence issued by an ICAO Contracting State who wishes to obtain a NPPL (Microlight) should write to the British Microlight Aircraft Association 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 must also have passed the Microlight theoretical examinations in Aviation Law, Flight Rules and Procedures and Human Performance and Limitations prior to taking the NPPL (Microlight) GST.

#### **4.4 Incomplete SEP and/or SLMG training**

Credit may be given for training on SEP and/or SLMG aircraft which has not been fully completed; applicants seeking credit for such training should contact the BMAA for advice. The 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 (Microlight), to pass the Microlight theoretical examinations and to pass the NPPL (Microlight) GST.