

Allowances against training for the grant of a National Private Pilot's Licence

1. Introduction

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

Each section refers to the requirements for obtaining a particular rating, and includes credits for expired ratings and 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)

1.1 Flight and skill tests

GFT refers to General Flight Test (Microlight rating)
GST and NST refer to General Skill Test and Navigation Skill Test (SEP SLMG ratings)

1.2 Theoretical knowledge examinations

The theoretical knowledge examinations (ground examinations) referred to in Sections 2, 3 and 4 are those specifically applicable to the rating in question. In the case of the NPPL(SEP) and NPPL(SLMG), the JAR-FCL PPL(A) theoretical knowledge examinations are used; theoretical knowledge examinations specific to these ratings may be made available as experience with the NPPL is developed.

1.3 Medical certificates

Where it is stated that a valid NPPL medical certificate is required, a JAR Class 1 or 2 medical certificate is also valid.

SECTION 2

Cross-crediting licences and ratings to NPPL(SEP)

2.1 Current pilots

2.1.1 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) will be required to:

- (a) Produce log book evidence of having satisfactorily completed the differences training in a single-engine piston (SEP) aeroplane not exceeding 2,000 kg with a flight instructor.
- (b) Hold a valid NPPL medical certificate.

2.1.2 NPPL(Microlight) or UK PPL(A) Microlight to NPPL (SEP)

The holder of a NPPL(Microlight) or UK PPL(A) Microlight licence (PPL(M)) without restrictions who wishes to obtain a NPPL(SEP) with appropriate allowances for the knowledge, skills and experience gained in obtaining the Microlight pilot's licence shall be required to:

- (a) Produce the PPL(M);
- (b) Produce logbook evidence of currency on Microlight aircraft by certificate of experience or certificate of test;
- (c) Carry out such flying training in a single engine piston (SEP) aeroplane as is judged necessary by the instructor giving the training to achieve the required standard to pass the NPPL skill tests. This training must include:
 - (1) Not less than 1 hour of dual instrument appreciation;
 - (2) 2 hours stall awareness/spin avoidance training;
 - (3) Particular attention to pilots whose Microlight flying has been solely on flexwing machines, to avoid reversion to 2 axis control inputs under stress; and
 - (4) No less than the 32 hours required minimum total flight time for the NPPL(SEP), as a combination of both Microlight and SEP flying.
- (d) Pass the NPPL(SEP) NST and GST; and
- (e) Pass those JAR-FCL PPL(A) theoretical knowledge examinations, or, when available, the corresponding NPPL theoretical knowledge

examinations that were not taken by the pilot concerned at the time the PPL(M) was obtained;

- (f) Hold a valid NPPL medical certificate.

2.1.2.1 For the holder of a PPL(M) with operating restrictions, the requirements should be as for the holder of the licence without restrictions, with the addition of:

- (a) The whole of the navigation training required by the NPPL(SEP);
- (b) The completion of a minimum of 10 hours total solo flying as a combination of Microlight and SEP flying.

2.1.2.2 A student pilot 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 of 10 hours solo must be flown in a SEP aeroplane for the grant of a NPPL(SEP);
- (b) The minimum requirement of 32 hours of flying instruction required by the NPPL must be undertaken as a combination of Microlight and SEP training; and
- (c) The whole of the navigation training required for the NPPL(SEP) must be completed.

2.1.3 UK PPL(Gyroplanes) to NPPL(SEP)

The holder of a UK Private Pilot's Licence (Gyroplanes) (PPL(G)) who wishes to obtain a NPPL(SEP) shall be required to:

- (a) Produce the PPL(G);
- (b) Produce logbook evidence of currency on Gyroplane aircraft by certificate of experience or certificate of test;
- (c) Carry out such flying training in a single engine piston (SEP) aeroplane as is judged necessary by the flight instructor giving the training to achieve the required standard to pass the NPPL skill tests. 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 NPPL(SEP) NST and GST; and
- (e) Hold a valid NPPL medical certificate.

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

The holder of a JAR Private Pilots Licence (Helicopter) (PPL(H)) who wishes to obtain a NPPL(SEP) shall be required to:

- (a) Produce the PPL(H);
- (b) Produce logbook evidence of currency on helicopter aircraft by certificate of experience or certificate of test;
- (c) Carry out such flying training in a single engine piston (SEP) aeroplane as is judged necessary by the flight instructor giving the training to achieve the required standard to pass the NPPL skill tests. 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 NPPL(SEP) NST and GST;
- (e) Hold a valid NPPL medical certificate.

2.1.5 BGA Glider Pilots Licence to NPPL(SEP)

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

- (a) Produce log book evidence of having satisfactorily completed not less than 10 hours flying training in a SEP aeroplane under the supervision of a flying instructor, 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.
- (b) Pass the NPPL(SEP) NST and GST;
- (c) Pass the JAR-FCL PPL theoretical knowledge examinations, or when available, the NPPL theoretical knowledge examinations;
- (d) Hold a valid NPPL medical certificate.

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

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

- (a) Produce log book evidence of having satisfactorily completed flying training under the supervision of a flight instructor in a SEP aeroplane not exceeding 2,000 kg, which must include:

- (1) not less than 1 hour dual instruction in instrument appreciation in a SEP aeroplane;
 - (2) not less than 4 hours dual instruction for a Category A or B Instructor, or 10 hours for a C Instructor, to include 2 hours stall awareness/spin avoidance training, practice forced landings without power, and practice engine failure after take-off in a SEP aeroplane;
 - (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 theoretical knowledge examinations, or when available, the NPPL theoretical knowledge examinations;
 - (c) Pass the NPPL NST and GST in a SEP aeroplane;
 - (d) Hold a valid NPPL medical certificate.

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

- (a) Produce log book evidence of having satisfactorily completed flying training under the supervision of a flight instructor in a SEP aeroplane not exceeding 2,000 kg, 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, including solo cross- country flight.
- (b) Pass the NPPL(SEP) NST and GST;
- (d) Pass the JAR-FCL PPL theoretical knowledge examinations, or when available, the NPPL theoretical knowledge examinations;
- (e) Hold a valid NPPL medical certificate

2.1.7 Military training towards NPPL(SEP)

2.1.7.1 *NPPL Accreditation for Military Training*

- (a) 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.
- (b) Credits from Flying Training. 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 NST and GST required for the grant of a NPPL(SEP). This could include:

- (1) Service Flying Scholarship flying.
- (2) Unfinished PPL courses.
- (3) University Air Squadron (UAS) flying.
- (4) Service Pilots under training.
- (5) 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.

2.1.7.2 *Credits from Ground Examinations.*

- (a) A current qualified service pilot (QSP) shall be credited the examinations in Navigation and Radio Aids, Meteorology, Aircraft (General) and Principles of Flight, and Flight Performance and Planning.
- (b) A current QSP (Helicopters), current qualified Service Navigator or Observer shall be credited the examinations in Navigation and Radio Aids, Meteorology, and Flight Performance and Planning.
- (c) A current qualified Service Air Engineer shall be credited the examination in Aircraft (General) and Principles of Flight.
- (d) A current Experienced QSP shall be credited all ground examination requirements with the exception of Aviation Law and Operational Procedures.
- (e) All current qualified Service Pilots, Navigators or Observers and Air Engineers who have completed the appropriate single-service Aviation Medicine and Crew Resource Management courses shall, in addition to (a), (b) and (c) above, be credited the Human Performance and Limitations examination.
- (f) 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 Communications (PPL) examination. Should they be required to take the NPPL NST and/or GST, they shall also be credited the RTF Practical Test subject to the Examiner's satisfaction.

NPPL Theoretical Knowledge Examinations. JAR-FCL PPL(A) examinations will be used initially for the NPPL(SEP) theoretical knowledge examinations. When specific NPPL theoretical knowledge examinations are available, credits will be given for the relevant corresponding sections.

2.1.7.3 *Credits towards the NPPL Skill Tests.*

- (a) 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 during the course of Service duties,

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 NST and GST. Such QSPs shall also be credited the RT Practical examination.

(b) A QSP who is required to pass the NPPL GST shall be credited with the NPPL NST.

(c) 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 NST and GST. UAS or JEFTS pilots who have only passed one of these tests shall be credited with the corresponding NPPL Skill Test.

2.1.7.4 *Medical*

A Service Medical Officer may issue a NPPL Group 1 or 2 Medical Certificate depending upon the applicant's current Medical Employment Standard. This process will normally be achieved at the applicant's routine Annual Periodic Medical Examination.

2.1.8 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) will be required to:

- (a) Produce the JAR-FCL PPL(A) or UK PPL(A), which includes evidence of currency in the form of a valid Certificate of Test/Check or Experience;
- (b) Hold a valid NPPL medical certificate.

It should be noted that additional ratings attached to the JAR-FCL PPL(A) or UK PPL(A), such as the Night qualification, IMC or FI rating are not transferable to a NPPL, and the NPPL holder will be restricted to NPPL privileges only.

2.2 **Expired ratings**

Credit is given for holders of expired JAR-FCL PPL(A) and UK PPL(A) licences as follows:

- 2.2.1 Where a SEP class rating on the above licences has expired for not more than 5 years, the licence holder shall pass the NPPL GST and hold a valid NPPL medical certificate.
- 2.2.2 Where a SEP class rating on the above licences has expired by more than 5 years, but by not more than 10 years, the licence holder shall undergo a course of training as specified by a flight instructor and pass the NPPL NST and GST, and hold a valid NPPL medical certificate.
- 2.2.3 Where a SEP class rating on the above licences has expired by more than 10 years, the licence holder shall undergo dual instruction at the discretion of a

flight instructor which must include 2 hours of stall awareness/spin avoidance training. Also, as Pilot-in-Command (PIC) of Aeroplanes, he/she must include:

- (a) 4 hours solo general handling exercises;
- (b) 4 hours solo cross-country flying, including the NPPL qualifying cross-country flight.

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

2.3 Non-UK licences

- 2.3.1 A holder of a licence issued by any ICAO Contracting State who wishes to gain a UK NPPL(SEP) should write to the National Pilot Licensing Group Ltd. for advice on the terms for conversion of the licence. The requirements for this will be determined by the holder's current experience and will be assessed individually by a flight instructor, prior to undertaking the NPPL(SEP) NST and GST. The theoretical knowledge requirement currently will be to pass the JAR-FCL Air Law and Operational Procedures and Human Performance and Limitation examinations, or when available, the corresponding NPPL theoretical knowledge examinations.
- 2.3.2 A holder of a licence issued by any ICAO Contracting State may exercise the private privileges of the licence in aircraft registered in the United Kingdom. However, he or she may not exercise the privileges of an IR or FI rating included in the foreign licence in UK registered aircraft.

SECTION 3

Cross-crediting licences and ratings to NPPL(SLMG)

3.1 Current pilots

3.1.1 NPPL(SEP) or JAR-FCL PPL(A) to NPPL(SLMG)

The holder of a NPPL(SEP) or JAR-FCL PPL(A) with a SEP class rating who wishes to obtain a NPPL(SLMG) will be required to:

- (a) Produce log book evidence of having satisfactorily completed the differences training in a SLMG with a flight instructor;
- (b) Hold a valid NPPL medical certificate.

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

The holder of a NPPL(Microlight) or UK PPL(A) Microlight licence (PPL(M)) without restrictions who wishes to obtain a NPPL(SLMG) with appropriate allowances for the knowledge, skills and experience gained in obtaining the Microlight pilot's licence shall be required to:

- (a) Produce the PPL(M);
- (b) Produce logbook evidence of currency on Microlight aircraft by certificate of experience or certificate of test;
- (c) Carry out such flying training in a SLMG as is judged necessary by the instructor giving the training to achieve the required standard to pass the NPPL skill tests. This training must include:
 - (1) Not less than 1 hour of dual instrument appreciation;
 - (2) 2 hours stall awareness/spin avoidance training;
 - (3) Particular attention to pilots whose Microlight flying has been solely on flexwing machines, to avoid reversion to 2 axis control inputs under stress;
 - (4) No less than the 32 hours required minimum total flight time for the NPPL, as a combination of both Microlight and SLMG flying.
- (d) Pass the NPPL(SLMG) NST and GST;
- (e) Pass those JAR-FCL PPL(A) theoretical knowledge examinations, or, when available, the corresponding NPPL theoretical knowledge examinations that were not taken by the pilot concerned at the time the PPL(M) was obtained;

- (f) Hold a valid NPPL medical certificate.

3.1.2.1 For the holder of a PPL(M) with operating restrictions, the requirements should be as for the holder of the licence without restrictions, with the addition of:

- (a) The whole of the navigation training required by the NPPL(SLMG);
- (b) The completion of a minimum of 10 hours total solo flying as a combination of Microlight and SLMG flying.

3.1.2.2 Student pilots who have commenced training for a NPPL(Microlight) but elect to train for the NPPL(SLMG) before qualifying as Microlight pilots 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 SLMG aeroplane for the grant of a NPPL(SLMG);
- (b) The minimum requirement of 32 hours of flying instruction required by the NPPL must be undertaken as a combination of Microlight and SLMG training;
- (c) The whole of the navigation training required for the NPPL(SLMG) must be completed.

3.1.3 UK PPL(Gyroplanes) to NPPL(SLMG)

The holder of a UK Private Pilot's Licence (Gyroplanes) (PPL(G)) who wishes to obtain a NPPL(SLMG) shall be required to:

- (a) Produce the PPL(G);
- (b) Produce logbook evidence of currency on Gyroplane aircraft by certificate of experience or certificate of test;
- (c) Carry out such flying training in a SLMG aeroplane as is judged necessary by the flight instructor giving the training to achieve the required standard to pass the NPPL(SLMG) NFT and GFT. 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 NPPL(SLMG) NST and GST;
- (e) Hold a valid NPPL medical certificate.

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

The holder of a JAR-FCL Private Pilot's Licence (Helicopter) (PPL(H)) who wishes to obtain a NPPL(SLMG) shall be required to:

- (a) Produce the PPL(H);
- (b) Produce logbook evidence of currency on helicopter aircraft by certificate of experience or certificate of test;
- (c) Carry out such flying training in a SLMG aeroplane as is judged necessary by the flight instructor giving the training to achieve the required standard to pass 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 the NPPL(SLMG) NST and GST;
- (e) Hold a valid NPPL medical certificate.

3.1.5 BGA Glider Pilots Licence to NPPL(SLMG)

The holder of a current BGA Glider Pilots Licence wishing to obtain a NPPL(SLMG) will be required to:

- (a) Produce log book evidence of having satisfactorily completed not less than 10 hours flying training in a SLMG under the supervision of a flying instructor, 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.
- (b) Pass the NPPL(SLMG) NST and GST;
- (d) Pass the JAR-FCL PPL theoretical knowledge examinations, or when available, the NPPL theoretical knowledge examinations;
- (e) Hold a valid NPPL medical certificate.

3.1.6 Holders 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 a NPPL(SLMG) will be required to produce log book evidence of having satisfactorily completed flying training under the supervision of a flight instructor in a SLMG, which must include:

- (a) Not less than 1 hour dual instruction in instrument appreciation in a SLMG;

- (b) Not less than 4 hours dual instruction for a Category A or B Instructor, or 10 hours for a C Instructor, to include 2 hours stall awareness/spin avoidance training, practice forced landings without power, and practice engine failure after take-off in a SLMG;
- (c) 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;
- (d) Pass the JAR-FCL PPL theoretical knowledge examinations, or when available, the NPPL theoretical knowledge examinations;
- (e) Pass the NPPL(SLMG) NST and GST;
- (e) Hold a valid NPPL medical certificate.

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

- (a) Produce log book evidence of having satisfactorily completed flying training under the supervision of a flight instructor in a SLMG, 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, including solo cross-country flight.
- (b) Pass the NPPL(SLMG) NST and GST;
- (c) Pass the JAR-FCL PPL theoretical knowledge examinations, or when available, the NPPL theoretical knowledge examinations;
- (d) Hold a valid NPPL medical certificate.

3.1.7 Military training towards NPPL(SLMG)

3.1.7.1 *NPPL Accreditation for Military Training*

- (a) 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.
- (b) Credits from Flying Training. 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 NST and GST required for the grant of a NPPL(SLMG). This could include:

- (1) Service Flying Scholarship flying.
- (2) Unfinished PPL courses.
- (3) University Air Squadron (UAS) flying.
- (4) Service Pilots under training.
- (5) 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.

3.1.7.2 *Credits from Ground Examinations.*

- (a) A current qualified service pilot (QSP) shall be credited the examinations in Navigation and Radio Aids, Meteorology, Aircraft (General) and Principles of Flight, and Flight Performance and Planning.
- (b) A current QSP (Helicopters), current qualified Service Navigator or Observer shall be credited the examinations in Navigation and Radio Aids, Meteorology, and Flight Performance and Planning.
- (c) A current qualified Service Air Engineer shall be credited the examination in Aircraft (General) and Principles of Flight.
- (d) A current Experienced QSP shall be credited all ground examination requirements with the exception of Aviation Law and Operational Procedures.
- (e) All current qualified Service Pilots, Navigators or Observers and Air Engineers who have completed the appropriate single-service Aviation Medicine and Crew Resource Management courses shall, in addition to (a), (b) and (c) above, be credited the Human Performance and Limitations examination.
- (f) 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 Communications (PPL) examination. Should they be required to take the NPPL Navigation Flight Test and/or Skill Test, they shall also be credited the RTF Practical Test subject to the Examiner's satisfaction.

3.1.7.3 *Credits towards the NPPL Flight Tests.*

- (a) 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 during the course of Service duties, 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. Such QSPs shall also be credited the RT Practical examination.
- (b) A QSP who is required to pass the NPPL(SLMG) GST shall be credited with the NPPL(SLMG) NST.

(c) 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.

3.1.7.4 *Medical*

A Service Medical Officer may issue a NPPL Group 1 or 2 Medical Certificate depending upon the applicant's current Medical Employment Standard. This process will normally be achieved at the applicant's routine Annual Periodic Medical Examination.

3.2 Expired ratings

Credit is given for holders of expired JAR-FCL PPL(A) and UK PPL(A) licences as follows:

3.2.1 Where a TMG or SLMG class rating on the above licences has expired for not more than 5 years, the licence holder shall pass the NPPL(SLMG) GST and hold a valid NPPL medical certificate.

3.2.2 Where a TMG or SLMG class rating on the above licences has expired by more than 5 years, but by not more than 10 years, the licence holder shall undergo a course of training as specified by a flight instructor and pass the NPPL(SLMG) NST and GST, and hold a valid NPPL medical certificate.

3.2.3 Where a TMG or SLMG class rating on the above licences has expired by more than 10 years, the licence holder shall undergo dual instruction at the discretion of a flight instructor which must include 2 hours of stall awareness/spin avoidance training. Also, as Pilot-in-Command (PIC) of Aeroplanes, he/she must include:

- (a) 4 hours solo general handling exercises;
- (b) 4 hours solo cross-country flying, including the NPPL qualifying cross-country flight.

The licence holder must also pass all the JAR-FCL PPL(A) theoretical knowledge examinations, the NPPL NST and GST, and hold a valid NPPL medical.

3.3 Non-UK licences

3.3.1 A holder of a licence issued by any ICAO Contracting State who wishes to gain a UK NPPL(SLMG) should write to the National Pilot Licensing Group Ltd. for advice on the terms for conversion of the licence. The requirements for this will be determined by the holder's current experience and will be assessed individually by a flight instructor, prior to undertaking the NPPL(SLMG) NST and GST. The theoretical knowledge requirement

currently will be to pass the NPPL(SLMG) Air Law, Flight Rules and Procedures, and Human Performance and Limitations examinations.

- 3.3.2 A holder of a licence issued by any ICAO Contracting State may exercise the private privileges of the licence in aircraft registered in the United Kingdom. However, he or she may not exercise the privileges of an IR or FI rating included in the foreign licence in UK registered aircraft.

SECTION 4

Cross-crediting licences and ratings to NPPL(Microlight)

4.1 Current pilots

4.1.1 NPPL(SEP) or JAR-FCL PPL(A) to NPPL(Microlight)

The holder of a NPPL(SEP) or JAR-FCL PPL(A) with SEP class rating who wishes to obtain a NPPL(Microlight) will be required to:

- (a) Pass the NPPL(Microlight) GFT;
- (b) Pass a Microlight Aeroplanes General (Part 2) oral examination conducted by a Microlight flight examiner, the examination to include pilot maintenance and conditions of the Permit to Fly;
- (c) Hold a valid NPPL medical certificate.

4.1.2 NPPL(SLMG) or 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) will be required to:

- (a) Pass the NPPL(Microlight) GFT;
- (b) Pass a Microlight Aeroplanes General (Part 2) oral examination conducted by a Microlight flight examiner. The examination is to include pilot maintenance and conditions of the Permit to Fly;
- (c) Hold a valid NPPL medical certificate.

4.1.3 UK PPL(Gyroplanes) to NPPL(Microlight)

The holder of a UK Private Pilot's Licence (Gyroplanes) (PPL(G)) who wishes to obtain a NPPL(Microlight) shall be required to:

- (a) Pass the NPPL(Microlight) GFT;
- (b) Pass the NPPL(Microlight) theoretical knowledge examinations in Aircraft General (Part 1) and Aviation Law;
- (c) Pass a Microlight Aeroplanes General (Part 2) oral examination conducted by a Microlight flight examiner, the examination to include pilot maintenance and conditions of the Permit to Fly;
- (d) Hold a valid NPPL medical certificate.

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

The holder of a JAR Private Pilots Licence (Helicopter) (PPL(H)) who wishes to obtain a NPPL(Microlight) shall be required to:

- (a) Pass the NPPL(Microlight) GFT;
- (b) Pass the NPPL(Microlight) theoretical knowledge examinations in Aircraft General (Part 1) and Aviation Law;
- (c) Pass a Microlight Aeroplanes General (Part 2) oral examination conducted by a Microlight flight examiner, the examination to include pilot maintenance and conditions of the Permit to Fly;
- (d) Hold a valid NPPL medical certificate.

4.1.5 BGA Glider Pilots Licence

The holder of a current BGA Glider Pilots Licence who wishes to obtain a NPPL(Microlight) will be required to:

- (a) Produce log book evidence of 5 flights as PIC of gliders within the last 9 months.
- (b) Produce log book evidence of having satisfactorily completed not less than 15 hours flying training in a Microlight aircraft under the supervision of a flight instructor, which must include:
 - (1) 6 hours solo flight;
 - (2) 5 hours navigation;
 - (3) 3 hours solo navigation including one qualifying cross-country flight as defined in the NPPL(Microlight) syllabus.
- (c) Pass the NPPL(Microlight) GFT;
- (d) Pass a Microlight Aeroplanes General (Part 2) oral examination conducted by a Microlight flight examiner, the examination to include pilot maintenance and conditions of the Permit to Fly;
- (e) Pass the NPPL(Microlight) theoretical knowledge examinations;
- (f) Hold a valid NPPL medical certificate.

4.1.6 The holder of the ATC Instructor's Qualification who wishes to obtain a NPPL(Microlight)

The holder of the ATC Instructor's Qualification who wishes to obtain a NPPL(Microlight) will be required to:

- (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 flight instructor, which must include:

- (1) 6 hours solo flight;
 - (2) 5 hours navigation;
 - (3) 3 hours solo navigation including one qualifying cross-country flight as defined in the NPPL(Microlight) syllabus.
- (b) Pass the NPPL(Microlight) GFT;
 - (c) Pass a Microlight Aeroplanes General (Part 2) oral examination conducted by a Microlight flight examiner, the examination to include pilot maintenance and conditions of the Permit to Fly;
 - (d) Pass the NPPL(Microlight) theoretical knowledge examinations;
 - (e) Hold a valid NPPL medical certificate.

4.1.7 Military training towards a NPPL(Microlight)

An applicant for the NPPL(Microlight) shall be given appropriate accreditation for Service theoretical and flying training received during military service.

4.1.7.1 *Required flight training*

- (a) Produce log book evidence of having satisfactorily completed not less than 25 hours flying training in aircraft under the supervision of a flying instructor, which must include:
 - (1) 10 hours solo flight;
 - (2) 5 hours navigation;
 - (3) 3 hours solo navigation including one qualifying cross-country flight as defined in the NPPL(Microlight) syllabus.
- (b) Pass the NPPL(Microlight) GFT;
- (c) Pass a Microlight Aeroplanes General (Part 2) oral examination conducted by a Microlight flight examiner, the examination to include pilot maintenance and conditions of the Permit to Fly;
- (d) Completion of all flight training exercises included in the NPPL(Microlight) syllabus prior to licence application;
- (e) Pass the NPPL(Microlight) theoretical knowledge examinations;
- (f) Hold a valid NPPL medical certificate. A military medical standard may be accepted.

4.1.7.2 *Credits from Flying Training.*

Any previous flying experience in aeroplanes may be counted towards the 25 hour minima of flying training and consolidation required before the

applicant may take the GFT required for the grant of a NPPL(Microlight). This could include:

- (1) Service Flying Scholarship flying.
- (2) Unfinished PPL courses.
- (3) University Air Squadron (UAS) flying.
- (4) Service Pilots under training.
- (5) Service Pilots withdrawn from flying training.

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

4.1.7.3 *Credits from Ground Examinations.*

- (a) A current qualified service pilot (QSP) shall be credited the examinations in Navigation, Meteorology, Aircraft(General) and Principles of Flight.
- (b) A current QSP(Helicopters), current qualified Service Navigator or Observer shall be credited the examinations in Navigation and Meteorology.
- (c) A current qualified Service Air Engineer shall be credited the examination in Aircraft (General) Part 1.
- (d) A current Experienced QSP shall be credited all theoretical knowledge examination requirements with the exception of Aviation Law.
- (e) All current qualified Service Pilots, Navigators or Observers and Air Engineers who have completed the appropriate single-service Aviation Medicine and Crew Resource Management courses shall, in addition be credited the Human Performance and Limitations examination.

4.2 Expired ratings

Credit is given for holders of an expired JAR-FCL PPL(A) and UK PPL(A) with Microlight/SEP/SLMG/H/G class ratings towards the grant of a NPPL(Microlight).

4.2.1 For the holder of an expired licence or rating who has not flown as pilot in command of an aircraft for up to 5 years the requirements are:

- (a) Pass the NPPL(Microlight) GFT;
- (b) Pass a Microlight Aeroplanes General (Part 2) oral examination conducted by a Microlight flight examiner, the examination to include pilot maintenance and conditions of the Permit to Fly;
- (c) Hold a valid NPPL medical certificate.

- 4.2.2 For the holder of an expired licence or rating who has not flown as pilot in command of an aircraft for between 5 and 10 years the requirements are:
- (a) The licence holder shall undergo a course of training as specified by a flight instructor and pass the NPPL(Microlight) GFT. The Flight Test must include a cross country flight to another airfield at least 30 minutes flight time from the aerodrome of departure, a join into the traffic pattern at that airfield, and landing with a return flight to the airfield of departure.
 - (b) Pass the NPPL(Microlight) theoretical knowledge examination in Aviation Law.
 - (c) Unless holding a lapsed licence with Microlight rating, pass the NPPL(Microlight) theoretical knowledge examination in Aircraft General Part 1.
 - (d) Hold a valid NPPL medical certificate.
- 4.2.3 No credit is given for pilots who have not flown as Pilot in Command (PIC) for a period of 10 years or more.

4.3 Non-UK licences

Holders of licences issued by any ICAO Contracting State, who wish to gain a NPPL(Microlight) should write to British Microlight Aircraft Association for an assessment of requirements for conversion of their licences. The requirements for this will be determined by their current experience and will be assessed individually by a flight instructor, prior to undertaking the GFT. The theoretical knowledge requirement will be to pass the NPPL(Microlight) examinations in Air Law and Operational Procedures, and Human Performance and Limitation.