

The syllabus for the UK NPPL Microlights has changed.

From January 2019, this new syllabus must be used by all new students.

Students who had been training on the previous syllabus prior to January 2019 can either complete their course on this previous syllabus, or switch to the new syllabus now, with a clear reference of the date of change to the new syllabus made in their training logbook.

The National Private Pilot's Licence for Microlights

The National Private Pilot's Licence (NPPL) is a UK specific pilot's licence developed in 2002. It is not an internationally recognised licence and does not automatically entitle the holder to fly aircraft in other countries.

The NPPL may include in it aircraft Class Ratings that allow the holder to fly specific classes of aircraft, such as microlights.

To obtain a NPPL with a Microlight Class Rating you must complete flight training with a UK Civil Aviation Authority Certificated Flight Instructor entitled to instruct on microlights.

Flight Training Requirements

The Microlight Class Rating can be issued with either of two options. The options are Without Operational Limitations or With Operational Limitations.

The minimum flight training required for the grant of a NPPL with a Microlight Class Rating Without Operational Limitations is:

Minimum total flight time under instruction	25 hours
Minimum flight time solo	10 hours
Minimum total navigation flight time	5 hours
Minimum solo navigation flight time	3 hours

The minimum flight training required for the grant of a NPPL with a Microlight Class Rating With Operational Limitations is:

Minimum total flight time under instruction	15 hours
Minimum flight time solo	7 hours

The Operational Limitations at initial issue are:

1. The pilot may not carry any passenger
2. The pilot may not fly with a cloud base less than 1000 feet above ground level or with less than 10 kilometres visibility
3. The pilot may not fly further than 8 nautical miles from take-off.

As part of your flight training you must take and pass a test with an authorised flight examiner to demonstrate your ability to fly a microlight through all the manoeuvres that you will have learned during training. The test is called a General Skills Test (GST). The flight time of the GST can count towards the minimum total flight time required to obtain the NPPL but not towards the solo minimum time.

To ensure that when your licence is issued your skill level and knowledge is current you must have completed the minimum solo flight time and all the navigation flight training within the twenty-four month period immediately prior to applying for your licence. The GST must be taken and passed within the nine-month period immediately prior to applying for your licence.

Ground Training Requirements

The training syllabus lists the subject matter that an applicant for a Microlight Class Rating must understand. There is no minimum requirement for training by an instructor to achieve this knowledge but the applicant must have demonstrated a knowledge of the subject matter by passing examinations.

There are written examinations in five subjects. Meteorology, Navigation, Aviation Law, Human Factors and Aircraft Technical subjects. The examinations must have been passed within the twenty-four month period immediately prior to applying for your licence.

There is one further examination to complete, which is a demonstration of your knowledge of the aircraft type that you have used to complete your GST. This examination is an oral examination and must be conducted by a flight examiner entitled to examine on microlight aircraft. It is usual, but not mandated, that the examination is conducted at the same time as the GST by the same examiner. The ground oral examination must have been passed within the nine month period immediately prior to applying for your licence.

Allowances for holders of other Licences and Ratings

Pilots holding licences or ratings for other classes of aircraft, current or expired, may be entitled to allowances against the minimum hours required for the NPPL(M). Student pilots with uncompleted courses may also be eligible.

For further details, see the BMAA website. Search "Licence credits"

Licence application

Application for the grant of a NPPL with a Microlight Class rating must be made in writing on the NPPL Microlight Licence application form through the BMAA Licence Administration Centre at the BMAA office address.

Removing the Operational Limitations from a NPPL Microlight Class Rating

To remove the passenger carrying Limitation the licence holder must have completed at least 25 hours of total flying in microlights (either under training or as a licensed pilot) and at least 10 hours solo flying in microlights. The holder's experience is certified in their logbook by a flight examiner and the Limitation ceases to apply from that time.

To remove the other Limitations the holder must have completed at least 25 hours of total flying in microlights (either under training or as a licensed pilot) including at least 10 hours solo flying in

microlights. Additionally, the holder must have completed the navigation training requirements specified in the syllabus within the twenty-four month period immediately prior to applying to have the limitations removed. Application to have these Limitations removed must be made in writing on the NPPL Microlight Licence application form through the BMAA Licence Administration Centre at the BMAA office address.

Medical requirements

A pilot may only fly microlights as Pilot in Command in the UK if they are considered physically and mentally fit to do so.

For the NPPL there is provision for a pilot to declare themselves as physically fit to fly. The Declaration is made on-line on the Civil Aviation Authority web site.

There are a number of disqualifying medical conditions that mean a pilot is unable to declare themselves as medical fit. If a pilot suffers from or has a history of these conditions or illness, then they must obtain a Medical Certificate from an UK CAA Approved Medical Examiner (AME). Details of disqualifying conditions are published on the CAA website. Search "Pilot's Medical Declaration"

Pilots must be aware of their responsibilities if they suffer from a decrease in medical fitness.

The BMAA strongly recommends that student pilots make their medical declaration or obtain a Medical Certificate at the start of their training to ensure that they will be able to meet the required medical standards, and do not wait until just before they are ready to fly solo, by which time they MUST have made a declaration or hold a valid Medical Certificate.

Personal Flying Logbook

If you have purchased the (Student Pilot Duo-pack,TBC) the other book in the folder is your personal flying logbook. This is an important document, look after it! You must produce this logbook as evidence of your training when you apply for your licence at the end of your course.

Once qualified, you must continue to record all your flights. Your Pilot Rating needs to be revalidated every two years and your log book contains the evidence of the necessary experience to do so.

Your instructor will give you guidance when making the first line entry. Guidance is also provided on the BMAA website, available as a printable PDF download. Search "Logbook entry guidance".

CONTENTS

PHASE 1: FAMILIARISATION EXERCISES AND FOUNDATION

- 1 Air experience: the first lesson**
- 2 Component parts, controls and systems of the aircraft**
- 3 Preparation for flight and actions after flight**
- 4 Effects of controls**
- 5 Taxiing**

PHASE 2: THE BASIC FLIGHT MANOEUVRES

- 6** **Straight and level flight**
- 7** **Basic climbing and descending**
- 8** **Performance climbing and descending**
- 9a** **Turning flight**
- 9b** **Climbing and descending turns**

PHASE 3: SLOW SPEED HANDLING

- 10a** **Critically slow airspeed**
- 10b** **Stalling, and spin avoidance**
- 11** **Spinning (N/A as at 2018)**

PHASE 4: TAKE-OFF, LANDING AND CIRCUIT FLYING

- 12** **Circuit training**
- 13** **Advanced take-off and landing techniques**

PHASE 5: ADVANCED HANDLING

- 14** **Advanced turning**
- 15** **Unusual attitudes**

PHASE 6: OPERATIONAL HAZARDS, EMERGENCY PROCEDURES AND UNEXPECTED/UNPLANNED OCCURRENCES

- 16a** **Forced landings**
- 16b** **Precautionary landings**
- 16c** **Operation at minimum level**
- 16d** **Action in the event of an engine/cockpit fire**
- 16e** **Systems failure**

PHASE 7: SOLO FLIGHT TRAINING

- 17a** **First Solo**
- 17b** **Solo circuit, local area orientation and general handling consolidation**

PHASE 8: VFR NAVIGATION

- 18a** **Pre-flight planning**
- 18b** **En-route navigation, departure and arrival procedures**
- 18c** **Navigation at minimum level and/or in deteriorating conditions**
- 18d** **Unsure of position and lost procedures**

PHASE 9: PREPARATION FOR THE GENERAL SKILLS TEST AND GROUND ORAL EXAM

- 19a** **Dual revision for GST**
- 19b** **Revision for the ground oral exam**
- 19c** **Documentation review**