

1. DIFFERENCES TRAINING

- 1.1. Differences training is given to pilots to prepare them for flying aircraft which have differences to those aircraft that they are used to.
- 1.2. Some differences training is mandated by regulation and must be taken; some is not mandated but is sensible to consider taking anyway.
- 1.3. The mandated differences training must be given by a flight instructor entitled to instruct on the aeroplane on which the training is being given, recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training. Even if not mandated it is wise to only undertake differences training with an instructor.
- 1.4. When differences training has been completed both the instructor and the pilot should feel confident that the pilot fully understands the difference and is practised in managing it.

2. INSTRUCTOR'S DUTY OF CARE

- 2.1. It should be understood that simply having 'difference training' entered and signed off in the pilot's log book is no absolute guarantee of safety.
- 2.2. Part of an instructor's duty of care to a pilot who has just undergone differences training is to ensure that they understand that there are factors that can dilute the effectiveness of the differences training. These factors include:
 - 2.2.1. Significant time lapse between the differences training and the pilot flying PIC on the new control type or in a new or different aircraft type.
 - 2.2.2. The pilot flying as PIC from a different airfield to the one where the differences training was conducted, especially if that airfield is a more demanding one, for example, significantly smaller.
 - 2.2.3. That if the differences training did not include a solo supervised flight then the pilot is **strongly** advised to undertake this with supervision by an instructor. If this is not practical, the pilot must be briefed by an instructor on the differences as for a first solo.
- 2.3. DT is a minimum requirement to convert from one control type to another or in a new or different aircraft type. It is not a complete training course and as such reliance is placed on the pilot's aviation experience which is presumed to have been gained beforehand. Consequently the pilot should be advised to build slowly and carefully on the differences training experience, for example flying in undemanding air conditions, in the early stages.

3. MICROLIGHT DIFFERENCES TRAINING

- 3.1. The Air Navigation Order requires microlight difference training to be completed when the aeroplane—
 - a) has three axis controls and the holder's previous training and experience has only been in an aeroplane with flexwing or weightshift controls;
 - b) has flexwing or weightshift controls and the holder's previous training and experience has only been in an aeroplane with three axis controls; or
 - c) has a maximum take-off mass over 450kg (475kg if equipped with a Ballistic Parachute Recovery System or 495kg if it is a two-seat amphibian or floatplane) and the holder's

previous training and experience has only been in a microlight aeroplane with a maximum take-off mass **under** that amount;

- d) has a maximum take-off mass under 450kg (475kg if equipped with a Ballistic Parachute Recovery System or 495kg if it is a two-seat amphibian or floatplane) and the holder's previous training and experience has only been in aeroplanes with a maximum take-off mass **over** that amount;
- e) is fitted with-
 - i. a tricycle undercarriage;
 - ii. a tailwheel;
 - iii. a supercharger or turbo-charger
 - iv. a variable pitch propeller;
 - v. Electronic Flight Information Systems
 - vi. an autopilot system
 - vii. more than one engine; or
 - viii. an electric engine

and the holder does not have experience in aeroplanes with those features, before exercising the privileges of the rating the holder must complete appropriate differences training.

- 3.2. The differences training mentioned in paragraph 3.1 must be given by a flight instructor entitled to instruct on the aeroplane on which the training is being given, recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.
- 3.3. Where the aeroplane is to be operated from water during take-off and landing, before exercising the privileges of the rating the holder must—
 - a) complete appropriate differences training; and
 - b) attain a pass in the Private or Professional Seamanship examination.

4. 600KG

- 4.1. To ensure that pilots moving from traditional microlights onto possibly more advanced designs, which can have significantly different handling characteristics, following the definition change to 600kg it has been agreed that some areas of flight and ground training should be emphasised by differences training before a pilot flies the heavier aircraft. This must include an appreciation of performance differences and calculation of aircraft balance.
- 4.2. Of course some microlight pilots will have experience of flying aircraft heavier than microlights and this has been recognised in the requirements.
- 4.3. Holders of a licence with a Microlight Class Rating issued in accordance with the microlight syllabus prior to revision on 01/01/2019 to fly a two seat **Microlight Landplane** with a MTOM in excess of 472.5kg, or a single seat Microlight Landplane with a MTOM exceeding 315kg, shall undertake differences training with an instructor qualified to conduct flight instruction in such an aircraft, unless the pilot has gained the experience previously by holding a qualification to fly heavier aircraft, such as a PPL(A)SEP or a NPPL(A)SSEA or an

EASA PPL or LAPL.

- 4.4. Holders of a licence with a Microlight Class Rating issued in accordance with the microlight syllabus prior to revision on 01/01/2019 to fly a two seat **Microlight Seaplane** with a MTOM in excess of 495kg, or a single seat Microlight Seaplane with a MTOM exceeding 330kg, shall undertake differences training with an instructor qualified to conduct flight instruction in such an aircraft, unless the pilot has gained the experience previously by holding a qualification to fly heavier aircraft, such as a PPL(A)SEP or a NPPL(A)SSEA or an EASA PPL or LAPL.
- 4.5. Differences training to be at the discretion of the instructor and may comprise of a ground briefing without flight training, or a ground briefing with flight training. The differences training to be recorded as completed in the pilot's logbook.

5. PPL SEP HOLDERS

- 5.1. A Part-FCL licence with single-engine piston aeroplane privileges is not deemed to be rendered valid for a microlight aeroplane unless the holder of the licence has undergone differences training in accordance with Chapter 2 of Part 2 of Schedule 8, appropriate for a microlight aeroplane class rating.