

Chapter 3

Credits from other licences

Introduction

- 3.1 Applicants for an NPPL(A) with previous flying experience or other pilot qualifications may complete a reduced course of flight training and theoretical knowledge examinations, in accordance with this Chapter.
- 3.2 All crediting of previous experience is subject to training needs assessment and demonstration of competency as appropriate.

Flight radio telephony operator's licence

- 3.3 It is a requirement in the UK that all flight crew operating radio telephony equipment in an aircraft hold a valid flight radio telephony operator's licence (FRTOL). Student pilots operating the radio are considered to do so under the privileges of their instructor's FRTOL.
- 3.4 An applicant for an NPPL(A) also applying for a FRTOL must pass the theoretical knowledge exam in Communications and the practical FRTOL test. A previous pass in the theoretical knowledge exam may be credited.
- 3.5 The holder of an RAF Qualified Glider Instructor (QGI) rating applying for a FRTOL will be credited with the FRTOL practical test but must pass the Communications theoretical knowledge exam.
- 3.6 For full details of the FRTOL requirements please refer to [CAP 2325: Guidance for FRTOL Practical Test Candidates | UK Civil Aviation Authority](#).

Aeroplane licences

Light Aircraft Pilot Licence (LAPL) to NPPL(A) with SEP or TMG class rating

- 3.7 The holder of a UK issued LAPL(A) with either SEP or TMG privileges and seeking to gain an NPPL(A) with an SEP or TMG class rating shall produce the licence document, which must be endorsed with a class rating valid in accordance with FCL.740.A of the UK Aircrew Regulation.
- 3.8 The NPPL(A) will be issued with a class rating of the same validity period as held on the existing licence.
- 3.9 If the applicant does not hold a current class rating, they may complete an NPPL skill test with an authorised Flight Examiner.

Rotorcraft licences

3.10 Holders of the following UK rotorcraft licences may be credited previous flight experience and passes in theoretical knowledge exams:

- PPL (Gyroplane)
- CPL (Gyroplane)
- PPL (Helicopter) (issued in accordance with the ANO)
- Part-FCL LAPL (Helicopter)
- Part-FCL PPL (Helicopter)
- Part-FCL CPL or ATPL (Helicopter)

Rotorcraft licence to NPPL(A) with SEP class rating

3.11 Requirements for the holder of a licence included in 3.10 and wishing to obtain an NPPL(A) with SEP (Land) class rating are listed below.

3.12 Complete a pre-course assessment flight with the holder of a valid FI(A) to establish how much flight training would be required.

3.13 The required dual training should be set out in a training needs assessment. This training should cover the whole SEP syllabus, with specific emphasis on the following exercises:

- Ex 5, Taxiing
- Ex 6, Straight and level
- Ex 10a, Slow flight
- Ex 10b, Stalling
- Ex 11, Spin avoidance
- Ex 16, Forced landing without power and partial power loss
- Ex 17, Precautionary landings
- Ex 18b, Navigation problems at lower level and in reduced visibility
- Ex 19, Instrument appreciation

3.14 All emergency exercises should be covered during the training. Depending on the pre-course assessment, multiple exercises may be completed in a single flight.

3.15 Complete at least five hours of supervised solo flight, including one cross-country flight of at least 150 km (80 NM), during which a full stop landing is made at an aerodrome other than the point of departure.

3.16 Pass either the NPPL(A) or Part-FCL theoretical knowledge examinations in the following subjects:

(a) NPPL examinations:

- Air law
- Aircraft (technical)

(b) Part-FCL examinations:

- Operational procedures
- Principles of flight
- Flight performance and planning
- Aircraft general knowledge

3.17 The NPPL(A) skill test must be passed in an SEP aircraft with an authorised Flight Examiner.

Rotorcraft licence to NPPL(A) with TMG class rating

3.18 Requirements for the holder of licence included in 3.10 and wishing to obtain an NPPL(A) with TMG class rating are listed below.

3.19 Complete a pre-course assessment flight with the holder of a valid FI(A) to establish how much flight training would be required.

3.20 The required dual training should be set out in a training needs assessment. This training should cover the whole TMG syllabus, with specific emphasis on the following exercises:

- Ex 3, Taxiing
- Ex 4, Straight and level
- Ex 8a, Slow flight
- Ex 8b, Stalling
- Ex 9, Take-off and climb to downwind position
- Ex 10, Circuit, approach and landing
- Ex 12, Stopping and restarting the engine inflight
- Ex 13, Forced landing without power and partial power loss,
- Ex 14, Precautionary landings
- Ex 15 a to c, Navigation, navigation problems at lower level and in reduced visibility, and radio navigation

- 3.21 All emergency exercises should be covered during the training. Depending on the pre-course assessment, multiple exercises may be completed in a single flight.
- 3.22 Complete five hours of supervised solo flight, including one cross-country flight of at least 150 km (80 NM), during which a full stop landing is made at an aerodrome other than the point of departure.
- 3.23 Pass either the NPPL(A) or Part-FCL theoretical knowledge examinations in the following subjects:
- (a) NPPL examinations:
 - Air law
 - Aircraft (technical)
 - (b) Part-FCL examinations:
 - Operational procedures
 - Principles of flight
 - Flight performance and planning
 - Aircraft general knowledge
- 3.24 Pass the NPPL(A) skill test in a TMG with an authorised Flight Examiner.

Rotorcraft licence to NPPL(A) with Microlight class rating

- 3.25 Requirements for the holder of licence included in 3.10 wishing to obtain an NPPL(A) with Microlight class rating are listed below.
- 3.26 Complete a pre-course assessment flight with the holder of a valid FI(M) or FI(A) entitled to instruct on microlight aeroplanes, to establish how much flight training would be required.
- 3.27 The required dual training should be set out in a training needs assessment. This training should cover the whole Microlight syllabus, with specific emphasis on the following exercises:
- Ex 5, Taxiing
 - Ex 6, Straight and level
 - Ex 10a, Slow flight
 - Ex 10b, Stalling, and spin avoidance
 - Ex 12, Circuit training
 - Ex 13, Advanced take-off and landing techniques

- Ex 16 a to f, Operational hazards, emergency procedures and unexpected/unplanned occurrences
 - Ex 18 a to d, VFR Navigation
- 3.28 All emergency exercises should be covered during the training. Depending on the pre-course assessment, multiple exercises may be completed in a single flight.
- 3.29 Complete five hours of supervised solo flights, to include either (a) or (b):
- (a) Two solo cross-country flights, and each flight must:
 - (i) be a minimum total distance of 40 NM;
 - (ii) include a landing at an aerodrome which is at least 15 NM (measured in a straight line) from the point of departure;
 - (iii) be flown over different routes and to different aerodromes.
 - (b) One solo cross-country flight of at least 80 NM total distance, during which a full stop landing is made at an aerodrome at least 15 NM (measured in a straight line) from the point of departure.
- 3.30 Pass either the NPPL(A) or Part-FCL theoretical knowledge examinations in the following subjects:
- (a) NPPL examinations:
 - Air law
 - Aircraft (technical)
 - (b) Part-FCL examinations:
 - Operational procedures
 - Principles of flight
 - Flight performance and planning
 - Aircraft general knowledge
- 3.31 Pass the NPPL(A) skill test in a Microlight aeroplane with an authorised Flight Examiner.

Sailplane Pilot Licence (SPL)

SPL without TMG privileges to NPPL(A) with SEP class rating

- 3.32 The holder of a valid UK issued SPL without TMG privileges who wishes to gain an NPPL(A) with SEP(Land) class rating shall complete the requirements listed as follows.

- 3.33 Produce the SPL and show logbook evidence of recent flight experience in accordance with SFCL.160(a) of the UK Sailplane Regulation.
- 3.34 Complete a pre-course assessment flight with the holder of a valid FI(A) to establish how much flight training would be required.
- 3.35 The required dual training should be set out in a training needs assessment. This training should cover the whole syllabus, with specific emphasis on the following exercises:
- Ex 5, Taxiing
 - Ex 6, Straight and level
 - Ex 10a, Slow flight
 - Ex 10b, Stalling
 - Ex 16, Forced landing without power and partial power loss
 - Ex 17, Precautionary landings
 - Ex 18b, Navigation problems at lower level and in reduced visibility
 - Ex 19, Instrument appreciation
- 3.36 All emergency exercises should be covered during training. Depending on the pre-course assessment, multiple exercises may be completed in a single flight.
- 3.37 Complete five hours of supervised solo flights, including one cross-country flight of at least 150 km (80 NM) during which a full stop landing at one aerodrome other than the point of departure shall be made.
- 3.38 Pass either the following NPPL(A) or Part-FCL theoretical knowledge exams:
- (a) NPPL examinations:
- Air law
 - Navigation
 - Aircraft (technical)
- (b) Part-FCL examinations:
- Operational procedures
 - Principles of flight
 - Flight performance and planning
 - Aircraft general knowledge
 - Navigation

- 3.39 Pass the NPPL(A) skill test in an SEP (Land) aeroplane with an authorised Flight Examiner.

SPL with TMG privileges to NPPL(A) with SEP class rating

- 3.40 The holder of a valid SPL with TMG privileges in accordance with SFCL.150 of the UK Sailplane Regulation and seeking to gain an NPPL(A) with SEP (Land) class rating shall complete the requirements listed below.
- 3.41 Produce the SPL and show logbook evidence of recent flight experience in accordance with SFCL.160(b) of the UK Sailplane Regulation.
- 3.42 Complete a pre-course assessment flight with the holder of a valid FI(A) to establish how much flight training would be required.
- 3.43 The required dual training should be set out in a training needs assessment. This training should cover the whole syllabus with specific emphasis on the following:
- Ex 10a, Slow flight
 - Ex 10b, Stalling
 - Ex 16, Forced landing without power and partial power loss
 - Ex 17, Precautionary landings
 - Ex 18b, Navigation problems at lower level and in reduced visibility
 - Ex 19, Instrument appreciation
- 3.44 All emergency exercises should be covered during training. Depending on the pre-course assessment, multiple exercises may be completed in a single flight.
- 3.45 Complete five hours of supervised solo flights, including one cross-country flight of at least 150 km (80 NM) during which a full stop landing at an aerodrome other than the point of departure shall be made.
- 3.46 Pass either following the NPPL(A) or Part-FCL theoretical knowledge exams:
- (a) NPPL examinations:
 - Air law
 - Aircraft (technical)
 - (b) Part-FCL examinations:
 - Operational procedures
 - Aircraft general knowledge
- 3.47 Pass the NPPL(A) skill test in an SEP (Land) aeroplane with an authorised Flight Examiner.

SPL with TMG privileges to NPPL(A) with TMG class rating

- 3.48 The holder of a valid UK issued SPL Licence with TMG privileges seeking to gain an NPPL(A) with TMG class rating shall produce the SPL with TMG privileges and show logbook evidence of recent flight experience in accordance with SFCL.160(b) of the UK Sailplane Regulation.
- 3.49 The NPPL(A) with TMG class rating will be issued with a validity period based on the day on which the application was made.
- 3.50 If the applicant does not comply with the recent flight experience in SFCL.160(b), they should either obtain compliance with that requirement or pass an NPPL(A) skill test in a TMG with an authorised Flight Examiner.

SPL without TMG privileges to NPPL(A) with Microlight class rating

- 3.51 The holder of a valid UK issued SPL Licence without TMG privileges who is seeking to gain an NPPL(A) with Microlight class rating shall complete the requirements listed below.
- 3.52 Produce the SPL and show logbook evidence of recent flight experience in accordance with SFCL.160(a) of the UK Sailplane Regulation.
- 3.53 Complete a pre-course assessment flight with the holder of a valid FI(M) or FI(A) entitled to instruct on microlight aeroplanes, to establish how much flight training would be required.
- 3.54 The required dual training should be set out in a training needs assessment. This training should cover the whole syllabus with specific emphasis on the following exercises:
- Ex 5, Taxiing
 - Ex 6, Straight and level
 - Ex 10a, Slow flight
 - Ex 10b, Stalling, and spin avoidance
 - Ex 12, Circuit training
 - Ex 13, Advanced take-off and landing techniques
 - Ex 16 a to f, Operational hazards, emergency procedures and unexpected/unplanned occurrences
 - Ex 18 a to d, VFR Navigation
- 3.55 All emergency exercises should be covered during the training. Depending on the pre-course assessment, multiple exercises may be completed in a single flight.

- 3.56 Complete five hours of supervised solo flights, to include either (a) or (b):
- (a) Two solo cross-country flights, and each flight must:
 - (i) be a minimum total distance of 40 NM;
 - (ii) include a landing at an aerodrome which is at least 15 NM (measured in a straight line) from the point of departure;
 - (iii) be flown over different routes and to different aerodromes.
 - (b) One solo cross-country flight of at least 80 NM total distance, during which a full stop landing is made at an aerodrome at least 15 NM (measured in a straight line) from the point of departure.
- 3.57 Pass either the NPPL(A) or Part-FCL theoretical knowledge examinations in the following subjects:
- (a) NPPL examinations:
 - Air law
 - Navigation
 - Aircraft (technical)
 - (b) Part-FCL examinations:
 - Operational procedures
 - Principles of flight
 - Flight performance and planning
 - Aircraft general knowledge
 - Navigation
- 3.58 Pass the NPPL(A) skill test in a microlight aeroplane with an authorised Flight Examiner.

SPL with TMG privileges to NPPL(A) with Microlight class rating

- 3.59 The holder of a valid UK issued SPL Licence with TMG privileges who is seeking to gain an NPPL(A) with Microlight class rating shall complete the requirements listed below.
- 3.60 Produce the SPL Licence and show logbook evidence of recent flight experience in accordance with SFCL.160(b) of the UK Sailplane Regulation.
- 3.61 Complete a pre-course assessment flight with the holder of a valid FI(M) or FI(A) entitled to instruct on microlight aeroplanes, to establish how much flight training would be required.

- 3.62 The required dual training should be set out in a training needs assessment. This training should cover the whole syllabus with specific emphasis on the following exercises:
- Ex 10a, Slow flight
 - Ex 10b, Stalling, and spin avoidance
 - Ex 12, Circuit training
 - Ex 13, Advanced take-off and landing techniques
 - Ex 16a to f, Operational hazards, emergency procedures and unexpected/unplanned occurrences
 - Ex 18a to d, VFR Navigation
- 3.63 All emergency exercises should be covered during training. Depending on the pre-course assessment, multiple exercises may be completed in a single flight.
- 3.64 Complete at least 5 hours of supervised solo flights, to include either (a) or (b):
- (a) Two solo cross-country flights, and each flight must:
 - (i) be a minimum total distance of 40 NM;
 - (ii) include a landing at an aerodrome which is at least 15 NM (measured in a straight line) from the point of departure;
 - (iii) be flown over different routes and to different aerodromes.
 - (b) One solo cross-country flight of at least 80 NM total distance, during which a full stop landing is made at an aerodrome at least 15 NM (measured in a straight line) from the point of departure.
- 3.65 Pass either the NPPL(A) or Part-FCL theoretical knowledge examinations in the following subjects:
- (a) NPPL examinations:
 - Air law
 - Aircraft (technical)
 - (b) Part-FCL examinations:
 - Operational procedures
 - Aircraft general knowledge
- 3.66 Pass the NPPL(A) skill test in a microlight aeroplane with an authorised Flight Examiner.

RAF Qualified Gliding Instructor

Qualified Gliding Instructor (QGI) to NPPL(A) with SEP class rating

- 3.67 The holder of an RAF QGI rating and a valid Central Gliding School grading for Volunteer Gliding Squadrons who wishes to obtain an NPPL(A) with SEP(Land) class rating shall complete the requirements listed below.
- 3.68 Complete a pre-course assessment flight with the holder of a valid FI(A) to establish how much flight training would be required.
- 3.69 The required dual training should be set out in a training needs assessment. This training should cover the whole syllabus with specific emphasis on the following exercises:
- Ex 5, Taxiing
 - Ex 6, Straight and level
 - Ex 10a, Slow flight
 - Ex 10b, Stalling
 - Ex 16, Forced landing without power and partial power loss
 - Ex 17, Precautionary landings
 - Ex 18b, Navigation problems at lower level and in reduced visibility
 - Ex 19, Instrument appreciation
- 3.70 All emergency exercises should be covered during the training. Depending on the pre-course assessment, multiple exercises may be completed in a single flight.
- 3.71 Complete at least five hours of supervised solo flights including one cross-country flight of at least 150 km (80 NM) during which a full stop landing at one aerodrome other than the point of departure shall be made.
- 3.72 Pass either the following NPPL(A) or Part-FCL theoretical knowledge exams:
- (a) NPPL examinations:
- Air law
 - Navigation
 - Aircraft (technical)
 - Communications (see paragraph 3.73)
- (b) Part-FCL examinations:
- Operational procedures

- Principles of flight
- Flight performance and planning
- Aircraft general knowledge
- Navigation
- Communications (see paragraph 3.73)

- 3.73 If the applicant is also applying for a FRTOL, the holder of a QGI rating will be credited with the FRTOL practical test but must pass the Communications examination in either paper format or through eExams, unless otherwise credited in accordance with [CAP 2325: Guidance for FRTOL Practical Test Candidates | UK Civil Aviation Authority](#).
- 3.74 Pass the NPPL(A) skill test in an SEP (Land) aeroplane with an authorised Flight Examiner.

QGI to NPPL(A) with TMG class rating

- 3.75 The holder of an RAF QGI rating with a valid Central Gliding School grading for Volunteer Gliding Squadrons who wishes to obtain an NPPL(A) with TMG class rating shall complete the requirements listed below.
- 3.76 Complete a pre-course assessment flight with the holder of a valid FI(A) to establish how much flight training would be required.
- 3.77 The required dual training should be set out in a training needs assessment. This training should cover the whole syllabus with specific emphasis on the following exercises:
- Ex 3, Taxiing
 - Ex 4, Straight and level
 - Ex 8a, Slow flight
 - Ex 8b, Stalling
 - Ex 9, Take-off and climb to downwind position
 - Ex 10, Circuit, approach and landing
 - Ex 12, Stopping and restarting the engine inflight
 - Ex 13, Forced landing without power and partial power loss,
 - Ex 14, Precautionary landings
 - Ex 15 a to c, Navigation, navigation problems at lower level and in reduced visibility, and radio navigation

- 3.78 All emergency exercises should be covered during the training. Depending on the pre-course assessment, multiple exercises may be completed in a single flight.
- 3.79 Complete at least five hours of supervised solo flights including one cross-country flight of at least 150 km (80 NM) during which a full stop landing at one aerodrome other than the aerodrome of departure shall be made.
- 3.80 Pass either the NPPL(A) or Part-FCL theoretical knowledge examinations in the following subjects:
- (a) NPPL examinations:
 - Air law
 - Navigation
 - Aircraft (technical)
 - Communications (see paragraph 3.81)
 - (b) Part-FCL examinations:
 - Operational procedures
 - Principles of flight
 - Flight performance and planning
 - Aircraft general knowledge
 - Navigation
 - Communications (see paragraph 3.81)
- 3.81 If the applicant is also applying for a FRTOL, the holder of a QGI rating will be credited with the FRTOL practical test but must pass the Communications examination in either paper format or through eExams, unless otherwise credited in accordance with [CAP 2325: Guidance for FRTOL Practical Test Candidates | UK Civil Aviation Authority](#).
- 3.82 Pass the NPPL(A) skill test in a TMG with an authorised Flight Examiner.

QGI to NPPL(A) with Microlight class rating

- 3.83 The holder of an RAF QGI rating with a valid Central Gliding School grading for Volunteer Gliding Squadrons who wishes to obtain an NPPL(A) with Microlight class rating shall complete the requirements listed below.
- 3.84 Complete a pre-course assessment flight with the holder of a valid FI(M) or FI(A) entitled to instruct on microlight aeroplanes, to establish how much flight training would be required.

- 3.85 The required dual training should be set out in a training needs assessment. This training should cover the whole syllabus with specific emphasis on the following exercises:
- Ex 5, Taxiing
 - Ex 6, Straight and level
 - Ex 10a, Slow flight
 - Ex 10b, Stalling, and spin avoidance
 - Ex 12, Circuit training
 - Ex 13, Advanced take-off and landing techniques
 - Ex 16 a to f, Operational hazards, emergency procedures and unexpected/unplanned occurrences
 - Ex 18 a to d, VFR Navigation
- 3.86 All emergency exercises should be covered during training. Depending on the pre-course assessment, multiple exercises may be completed in a single flight.
- 3.87 Complete at least five hours of supervised solo flights, to include either (a) or (b):
- (a) Two solo cross-country flights, and each flight must:
- (i) be a minimum total distance of 40 NM;
 - (ii) include a landing at an aerodrome which is at least 15 NM (measured in a straight line) from the point of departure;
 - (iii) be flown over different routes and to different aerodromes.
- (b) One solo cross-country flight of at least 80 NM total distance, during which a full stop landing is made at an aerodrome at least 15 NM (measured in a straight line) from the point of departure.
- 3.88 Pass the following NPPL(A) or Part-FCL theoretical knowledge exams:
- (a) NPPL examinations:
- Air law
 - Navigation
 - Aircraft (technical)
 - Communications (see paragraph 3.89)
- (b) Part-FCL examinations:
- Operational procedures

- Principles of flight
 - Flight performance and planning
 - Aircraft general knowledge
 - Communications (see paragraph 3.89)
- 3.89 If the applicant is also applying for a FRTOL, the holder of a QGI rating will be credited with the FRTOL practical test but must pass the Communications examination in either paper format or through eExams, unless otherwise credited in accordance with [CAP 2325: Guidance for FRTOL Practical Test Candidates | UK Civil Aviation Authority](#).
- 3.90 Pass the NPPL(A) skill test in a microlight aeroplane with an authorised Flight Examiner.

Foreign pilot licences

- 3.91 When applying for any licence or rating on the basis of a licence issued by another state, verification of licence validity must be obtained from the original issuing national aviation authority (NAA). Information on the verification process is available on the CAA website.
- 3.92 If any details or privileges relating to the foreign pilot licence change whilst in the process of applying for a UK issued licence, a further verification confirming the latest details will be required.

Pilot licences issued in accordance with ICAO Annex 1

- 3.93 An applicant for an NPPL(A) holding a valid pilot licence issued by an ICAO Contracting State other than the UK, and in accordance with ICAO Annex 1 (Personnel Licensing), must comply with the requirements listed below.
- 3.94 Complete a pre-course assessment flight with the holder of a valid FI(A) to establish how much flight training may be required. For the NPPL(A) with Microlight class rating, the assessment flight may be conducted by a holder of a valid FI(M) or FI(A) entitled to instruct on microlight aeroplanes.
- 3.95 Complete the required dual training with an FI(A) or FI(M), as appropriate, in accordance with training needs assessment. The training should cover all elements of the applicable flight training syllabus, with special attention to the emergency and navigation exercises.
- 3.96 Pass either the NPPL(A) or Part-FCL theoretical knowledge exams in the following subjects:
- (a) NPPL examinations:
 - Air law

- Human performance

(b) Part-FCL examinations:

- Air law
- Human performance

3.97 If the applicant is also applying for a FRTOL, the holder of an ICAO PPL with a valid radiotelephony licence issued in accordance with Article 37 of the International Telecoms Union (ITU) Radio Regulations is credited the written Communications exam but must pass the FRTOL practical test.

3.98 Pass the NPPL(A) skill test with an authorised Flight Examiner in the appropriate class of aeroplane.

Pilot licences not issued in accordance with ICAO Annex 1

3.99 An applicant for an NPPL(A) holding a valid pilot licence issued by an ICAO Contracting State other than the UK, but where the licence does not meet the standards of ICAO Annex 1 (Personnel Licensing), must comply with the requirements listed below.

3.100 The applicant must complete a pre-course assessment flight with an FI(A) on the class of aeroplane for which a rating is sought, to establish how much previous experience may be credited and how much further training may be required. Where a Microlight class rating is sought, the assessment flight must be conducted by an FI(M) or FI(A) entitled to instruct on microlight aeroplanes.

3.101 Complete the required dual training as set out in the training needs assessment. This training should cover all elements of the flight training syllabus with special attention to the emergency and navigation exercises.

3.102 Complete at least ten hours supervised solo flight time which, must include at least four hours of solo cross-country flight time, including one solo cross-country flight of at least 150 km (80 NM) during which a full stop landing at one aerodrome other than the point of departure shall be made.

3.103 Pass either the NPPL(A) or Part-FCL theoretical knowledge examinations in the following subjects:

(a) NPPL examinations:

- Air law
- Human performance
- Navigation
- Meteorology

- Aircraft (technical)
- Communications (see paragraph 3.104)

(b) Part-FCL examinations:

- Air law
- Human performance
- Meteorology
- Navigation
- Principles of flight
- Operational procedures
- Flight performance and planning
- Aircraft general knowledge
- Communications (see paragraph 3.104)

- 3.104 If the applicant is applying for a FRTOL alongside the application for the NPPL(A), then the pilot must also pass the Communication examination and the FRTOL practical test.
- 3.105 Pass the NPPL(A) skill test with an authorised Flight Examiner in the appropriate class of aeroplane.

Previous flight training

- 3.106 Flight time with an appropriate instructor in SEP aeroplanes, TMGs or microlight aeroplanes recorded as 'pilot under training' (PUT) or 'dual' may be credited towards the requirements for the NPPL(A). Previous supervised solo time logged as PIC or 'P1' may also be counted.
- 3.107 All flight experience must be recorded in a personal logbook in accordance with article 228 of the ANO 2016 or FCL.050 of Part-FCL.
- 3.108 An applicant for an NPPL(A) wishing to credit previous flight experience must complete a pre-course assessment flight with an FI(A), on the class of aeroplane for which a rating is sought, to establish how much further training may be required. Where a Microlight class rating is sought, the assessment flight must be conducted by an FI(M) or FI(A) entitled to instruct on microlight aeroplanes.
- 3.109 The applicant must comply with the minimum flight instruction and supervised solo experience in accordance with Chapter 2. This flight time may consist of a combination of previous experience and any further dual training and supervised solo time identified as being required from the pre-course assessment flight.

- 3.110 All theoretical knowledge and skill test requirements appropriate to the class rating sought must be met in full.
- 3.111 If the applicant is applying for a FRTOL, they must also pass the Communications examination and the FRTOL practical test.

Theoretical knowledge from balloons and airships

- 3.112 Holders of a UK issued Balloon Pilots Licence (BPL) issued in accordance with Part-BFCL, or a PPL(As) issued in accordance with Part-FCL, will be credited with the following theoretical knowledge examinations towards the NPPL(A):

(a) NPPL examinations:

- Human performance
- Meteorology
- Communications (see paragraph 3.113)

(b) Part-FCL examinations:

- Air law
- Human performance
- Meteorology
- Communications (see paragraph 3.113)

- 3.113 If the applicant is applying for a FRTOL, then the written Communication examination is credited but they must pass the FRTOL practical test.

Crediting of military experience

- 3.114 Refer to the [Military Accreditation Scheme \(CAP 2254\)](#) for all the terms and credits relating to those individuals serving or who have served as commissioned or non-commissioned officers of HM Forces of the United Kingdom, or attested members of a University Air Squadron.