BRITISH MICROLIGHT AIRCRAFT ASSOCIATION

NATIONAL PRIVATE PILOT’S LICENCE (AEROPLANES) POWERED PARACHUTE RATING – APPLICATION

Please complete the form in block capitals using black or dark blue ink.

1. APPLICATION DETAIL: I am applying for (tick appropriate boxes).  

<table>
<thead>
<tr>
<th>NPPL rated for Powered Parachutes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>With operational limitations</td>
<td></td>
</tr>
<tr>
<td>Without operational limitations</td>
<td></td>
</tr>
<tr>
<td>The removal of operational limitations from a NPPL M PP or UK PPL M PP</td>
<td></td>
</tr>
<tr>
<td>The addition of a Powered Parachute Rating to a UK NPPL or UK PPL or JAA PPL</td>
<td></td>
</tr>
</tbody>
</table>

2. PERSONAL DETAILS (fill in details or tick appropriate boxes).  

<table>
<thead>
<tr>
<th>Surname</th>
<th>Forename(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Date of birth (dd/mm/yyyy)</td>
</tr>
<tr>
<td>Nationality</td>
<td>Town and CountRy of birth</td>
</tr>
<tr>
<td>Permanent address</td>
<td>Postcode</td>
</tr>
<tr>
<td>Address for correspondence</td>
<td>Alternative Telephone</td>
</tr>
<tr>
<td>Email address:</td>
<td></td>
</tr>
</tbody>
</table>

Have you ever held a UK issued pilot’s licence?  

- Yes □  No □

Have you ever held a UK issued Radiotelephony Licence?  

- Yes □  No □

Have you ever held a UK CAA issued medical Certificate?  

- Yes □  No □

If you have answered Yes above please state your CAA reference number or licence number

CAA Personal reference number (if known)

3. PARTICULARS OF ANY PILOT’S LICENCES HELD.  

<table>
<thead>
<tr>
<th>Issueing Authority</th>
<th>Class</th>
<th>Licence No.</th>
<th>Expiry Date</th>
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<tbody>
<tr>
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</tbody>
</table>
### 4. FLYING EXPERIENCE IN POWERED PARACHUTES AND COURSE CERTIFICATE.

**TO BE COMPLETED BY THE CHIEF FLYING INSTRUCTOR**

<table>
<thead>
<tr>
<th>Details of training and experience required</th>
<th>Hours / number claimed</th>
<th>Qualifying Minima</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>With operational limitations</td>
</tr>
<tr>
<td>4.1 Total experience undergoing flying training in Powered Parachutes conducted by a qualified flying instructor</td>
<td>4</td>
<td>15</td>
</tr>
<tr>
<td>4.2 Total flying experience as pilot-in-command of Powered Parachutes (excluding GST)</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>4.3 Total experience as pilot-in-command of Powered Parachutes in preceding twenty four months (excluding GST)</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>4.4 Total experience undergoing flight navigation training conducted by a qualified flying instructor in preceding twenty four months</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>4.5 Total experience as pilot-in-command undergoing flight navigation training conducted by a qualified flying instructor in preceding twenty four months</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>4.6 Total number of take-offs and full stop landings</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>4.7 Number of take-offs and full stop landings as solo pilot-in-command in preceding twenty four months</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>4.8 Dates of two solo qualifying cross country flights under the supervision of a flying instructor for applications for a NPPL without operational limitations or the removal of operational limitations from an existing licence</td>
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</tbody>
</table>

I certify that ................. has completed a course of flying and ground instruction for the National Private Pilot’s Licence Powered Parachute Class Rating or removal of operational limitations (as applied for in Section 1 of this form) in accordance with the NPPL Microlight Powered Parachute Syllabus and that the hours and cross country flights recorded above are correct.

The course started on .................. and was completed on .................. (dates)

Signature ................................................ Name (block letters) ................................................

CFI at Club / School ................................................ Date ................................................

### 5. GROUND EXAMINATIONS RECORD.

**TO BE COMPLETED BY THE AUTHORISED EXAMINER(S)**

Sign all records individually – Do not use dittos or curly brackets

<table>
<thead>
<tr>
<th>Subject</th>
<th>Date of Examination</th>
<th>Set No.</th>
<th>Percentage Mark (70% min. for pass)</th>
<th>Examiner’s signature</th>
<th>Examiner’s surname</th>
<th>CAA Examiner number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aviation Law</td>
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<tr>
<td>Human Performance</td>
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<tr>
<td>Navigation</td>
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<td>Meteorology</td>
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<tr>
<td>Aircraft (General)</td>
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<tr>
<td>Aircraft (Type) (Ground Oral)</td>
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</tr>
</tbody>
</table>

Pass / Fail* (*Delete as applicable)
### 6. GENERAL SKILLS TEST

**TO BE COMPLETED BY THE FLIGHT EXAMINER**

<table>
<thead>
<tr>
<th>Name of Applicant:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of Applicant:</td>
</tr>
<tr>
<td>Aircraft Type(s):</td>
</tr>
</tbody>
</table>

#### PREPARATION FOR FLIGHT
- Weather suitability: Straight
- Aircraft documents check: Turning
- Weight and balance calculation: In approach configuration
- Weight and performance calculation: FORCED LANDING WITHOUT POWER
- Fuel and oil state: Checks
- Aircraft acceptable: Procedure
- Booking out, ATC: NAVIGATION, ORIENTATION
- Pre-flight inspection: Recognition of features

#### STARTING, TAXIING AND POWER CHECKS
- Pre-start checks: INITIAL APPROACH PROCEDURES
- Post-start checks: CIRCUIT PROCEDURES
- Taxing techniques: APPROACH AND LANDING
- Power checks: Pre-landing checks (vital actions)

#### TAKE-OFF
- Pre-take-off checks (vital actions): Glide approach
- Normal take-off: Glide approach
- Normal take-off: Assessment of crosswind component
- Normal take-off: Checks after landing
- Assessment of crosswind component: MISSED APPROACH PROCEDURES

#### AERODROME DEPARTURE PROCEDURES
- SIMULATED EMERGENCIES

#### CLIMBING
- Engine fire in the air/on the ground
- Engine fire in the air/on the ground

#### STRAIGHT AND LEVEL FLIGHT
- Cabin fire in the air/on the ground
- Cabin fire in the air/on the ground

#### DESCENDING USE OF POWER
- Engine failure after take off
- Engine failure after take off

#### TURNING
- OTHER SIMULATED EMERGENCIES
- OTHER SIMULATED EMERGENCIES

#### Level
- ENGINES AND SYSTEMS HANDLING
- ENGINES AND SYSTEMS HANDLING

#### Climbing
- AIRMANNSHIP AND AWARENESS
- AIRMANNSHIP AND AWARENESS

#### At high angles of bank
- Positioning – restricted airspace, hazards, weather
- Positioning – restricted airspace, hazards, weather

#### UNUSUAL ATTITUDES
- ATC liaison
- ATC liaison

#### Recovery from spiral dives and sideslips
- Aerodrome discipline
- Aerodrome discipline

#### Recovery from a steep climbing turn
- ACTION AFTER FLIGHT
- ACTION AFTER FLIGHT

#### STALLING
- Engine shut down
- Engine shut down

#### Checks before stalling
- Parking and security aircraft
- Parking and security aircraft

#### Recovery from developed stall
- Recording flight details
- Recording flight details

#### Recovery at the incipient stage

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**Note**: Pilots taking the test must undertake all sections of the test on this page, except for parts inappropriate to the aircraft type.

**I certify that**:
(a) I have examined the training schedule which this applicant has completed: and
(b) I have conducted a flight test during which this applicant has demonstrated his ability to perform satisfactorily the manoeuvres listed above and recorded the flight details in the applicant’s personal flying logbook.
(c) I am therefore satisfied that the applicant has reached the standard of flying required for the grant of a NPPL Powered Parachute Class Rating.

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Examiner’s Signature .................................................. Examiner’s Name .......................................................... CAA Examiner Authorisation No. ................................. CAA Examiner Authorisation expiry date .......................... Date of Signature ..........................................................
7. APPLICANT’S DECLARATION.

TO BE COMPLETED BY THE APPLICANT

I declare that the information provided on this form is correct, that since the date on which I was medically certified as to my fitness to hold a National Private Pilot's Licence, I have not suffered from any defect, disability or disease. I understand the requirements and conditions to be met in respect of my application.

* I accept that my name and address may be used by the CAA, the BMAA, a UK Flight Safety Organisation or a mailing house acting on behalf of any of these organisations for the purpose of sending me safety information.

* Please delete if you do not accept that your name and address can be used in this way.

Applicant’s Signature ……………………………………………… Date of application ……………………………..

It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, or variation of any certificate, licence, approval, permission or other document. Persons doing so render themselves liable, on summary conviction, to a fine not exceeding the statutory minimum (currently £5000 or in Northern Ireland £2000) and on conviction on indictment to an unlimited fine or imprisonment for a term not exceeding two years or both.

8. SUBMISSION INSTRUCTIONS

Send your completed application form to:

British Microlight Aircraft Association,
The Bullring,
Deddington,
Banbury,
Oxfordshire,
OX15 0TT

Telephone 01869 338888

You must include in ALL applications:

- This form. NPPL 102 M
- Personal Flying Logbook
- Medical Declaration or Certificate (Original document required not a copy)
- Any existing Licenses / Certificates for which credit is sought or from which limitations are to be removed if applicable. (Original document required not a copy)
- A copy of the credit allowance sought for the application if applicable.
- Proof of Identity countersigned by the Chief Flying Instructor completing the course certificate on this application using the words "I certify that this is a true copy of the identification provided". You may choose one of the following: Copy of Passport showing your picture / Copy of Photo Driving Licence showing your picture / Copy of Birth Certificate
- Fee payable for the Rating to be granted. BMAA Fees can be paid at the on-line shop at www.bmaa.org or by cheque. CAA fee can be paid by cheque or card. Cheques for the CAA must be made payable to the “Civil Aviation Authority” not “CAA”. Card payments must be made on the CAA payment form.(Google Search “CAA Form FCS1500”.)

PLEASE NOTE THAT FAILURE TO SUBMIT ALL OF THE REQUIRED DOCUMENTATION WILL LEAD TO A DELAY IN THE PROCESSING OF YOUR APPLICATION.