

INSTRUCTOR AND EXAMINER BULLETIN 01/2026

Please take time to digest this Instructor Bulletin in full, as it contains details of changes to Microlight instruction and examining introduced by CAA document CAP3181.

CAP 3181 UPDATES

Changes to NPPL Microlight syllabus

The following changes to the NPPL Microlight syllabus will need to be implemented immediately by Microlight instructors and examiners:

- *Partial Engine Failures En-Route, In The Circuit, and After Take-Off* must now be covered as exercise 16f. This will appear as its own exercise in the new issues of the Pooleys NPPL Microlight syllabus. **You can find extracts from Dave Garrison's presentation on the teaching of Partial Engine Failures on the Instructor Bulletin 02/2025.**
- Due to the above, the GST form 102M now contains an additional exercise line of *Partial engine failures at all stages of flight* so please be aware of this.
- All ground exams must now be passed prior to GST. Flight Examiners should check to see if the student applying for GST has evidence of all five ground exam passes before conducting the GST.
- All relevant exercises must be covered prior to GST. The only elements of the syllabus which are permissible to continue after GST are topping up solo hours (including the solo cross-country exercises).
- The options for solo cross-country flights have changed. While the two cross-country flight option is unchanged, the single cross-country flight now has a minimum distance of 80 nautical miles and a minimum of one out landing.
- Although ground exam validities remain at 24 months, and GST and ground oral exam validity remains at 9 months, there are no longer any time limitations on solo or navigation hours.
- Although the new NPPL exams have not been officially published as of time of this Bulletin, they will be imminently. These exams will be applicable to all NPPL class ratings and will have different set numbers.

Other changes that affect instructors or examiners

- There is now specific guidance on what elements must be covered during Microlight differences training (to add flying Microlights to SEP privileges or the addition of Microlight class rating on NPPL) in Chapter 4 of CAP3181, passages 4.15 to 4.20. Please acquaint yourselves with these new requirements and apply as specified.
- There is also specific guidance on differences training between Microlight control types (passages 4.21 to 4.27) and differences training for aircraft variants (passages 4.28 to 4.34) that you must acquaint yourself with and apply as specified.
- Microlight 'R' examiners can now revalidate any class rating on the NPPL, including SEP and TMG. Microlight 'GR' examiners can now conduct exams for Microlight, SEP or TMG as well as revalidating any NPPL class rating.
- There is a new list of cross-credits contained in Chapter 3 of CAP3181 titled '*Credits From Other Licences*'. This will now be the definitive source for cross credits and the previous credits based on CAP 804 has been removed from the BMAA website. Chapter 3 will be reproduced for reference on the BMAA website in due course. There is also a credit section provided for foreign licences. Although a useful reference tool, you should always send a full scan of the licence to BMAA LIAC before assuming the credit can be applied and print a copy of the credit to enclose with the relevant application documents when sending to BMAA LIAC.
- The pre-qualification experience for FICI application has been changed from 600 instructional hours, 400 specifically on Microlights, to 500 flight hours with 250 hours of instruction required on Microlights. CAA justification is to align with the current Part-FCL requirements. Keep in mind that other requirements, including FIE recommendation at FI test are also required before an application would be accepted. Specific details in I & E guide section 8.
- The pre-qualification experience for FE application has been changed from 300 instructional hours, 200 specifically on Microlights, to 500 flight hours with 250 hours of instruction required on Microlights: identical to the FICI requirements. CAA justification is to align with the current Part-FCL requirements. Other specific criteria is found in I & E guide section 9.
- The pre-qualification experience for FIE application has been changed from 1000 instructional hours, 600 specifically on Microlights, to 1000 flight hours and 500 hours instruction on Microlights. CAA justification is partial-alignment with part-FCL requirements. The CAA accepted the existing requirement that at least one Microlight FIC course must have been conducted, rather than part-FCL requirements of minimum 100 hours instruction on FIC courses.

Reminder of changes not specifically in CAP3181

- NPPL Microlight ratings can now count up to 6 hours of dual instruction towards their revalidation requirements (change from previous allowance of 8 PIC and 4 under instruction).
- Microlight ratings on NPPLs can be revalidated with no actual Microlight time, as the full hours requirements can be met in any class rating to revalidate any others: Microlight, SEP or TMG.
- **All PPL 5-in-13 ratings will expire by 31st October 2026 at the latest.** Anyone coming to you after this date with a 5-in-13 rating must renew by GST. Pilots on their last 5-in-13 are not required to complete an instructional hour until they are on the 12-in-24 rating cycle. Rating pages may be required to give to 5-in-13 pilots with their new rating as it can no longer be revalidated in logbook. You can contact BMAA LIAC to request rating pages if required.

BMAA win on FIE application process

In Chapter 8 of CAP3181, passages 8.22 and 8.23 suggest the Microlight FIE application process is identical to the Microlight FE application process. **We have successfully had this overturned in writing.** The actual process for attaining FIE status remains as stated in Section 10 of the BMAA Instructor and Examiner guide. These passages will be amended by the CAA, likely in the new year.

102M and 102M checklist now updated

New versions of Microlight application form 102M and its associated checklist are now on the BMAA website. **You should only use these versions (6.6.) now, as they have been updated to include reference to exercise 16f on the GST exercise boxes and in the exercise checklist.** Other amendments include section 4.3. being blacked out and all references to time limits for solo and navigation hours being removed. The ground exam titles have been adjusted to remain accurate to CAP3181. You will also notice other minor tidying up and the document check section referencing that CAA fees are either not relevant or payable only on an e-mail link sent after recommendation.

The 102m checklist has reference to 4.3. removed and two new boxes added to remind of checking instructors are current and entitled to teach on Microlights at time of training, and that students are registered owners of amateur-built Microlights they are trained on.

Aaron Bliss BMAA LIAC - on behalf of the
Panel of Examiners.