

CAA Licensing Review 2025

An explanatory webinar hosted
by the BMAA

**British
Microlighting**

www.bmaa.org



Summary of key changes



3 axis Microlight hours to be counted for hours building towards ICAO PPL



PPL holders who currently renew Microlight rating on 5 hours in 13 months cycle will be migrated onto NPPL 12 hours in 24 months cycle from 1st October



LAPL (A) will no longer be issued, as NPPL becomes only national sub-ICAO licence



Summary of key changes



SSEA class rating to become SEP,
SLMG to become TMG



All class ratings on NPPL can be
revalidated together, providing
requirements are met in one of the
classes



Holders of SSEA/SEP rating on
NPPL can fly Microlights after
differences training, rather than
having to add a Microlight rating



Summary of key changes



Partial Power Loss will be incorporated into the Microlight NPPL syllabus, as well as coverage of operation of moving maps/use of digital navigation devices if relevant



Updated Microlight ground exam papers will soon be published and distributed by the CAA. The exams will be modified to be relevant to all NPPL class ratings (Microlight, SEP and TMG), as ground exams will be applicable for all class ratings



For licences issued under the Air Navigation Order (including NPPL) after 30th September 2025 it will be a requirement to hold an aerobatic rating before conducting aerobatic manoeuvres



New Microlight-specific CAP document to be published

- This new CAP document will detail new simplified cross-credits (many mandated elements will be amended to a discretionary training programme, though specific exercises are expected to be incorporated), as well as details about rating revalidation, differences training requirements and exams.
- Although we know the headlines changes, we won't be able to expand on the processes in detail until we see this document. This may not be published until the end of the year.



Dispelling fears

There is no change to minimum hours required for Microlight training, despite the wording on a CAA guidance document stating that all NPPL ratings would be subject to a minimum 32 hours of total training.





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PPL holders currently on a 5 in 13 rating cycle after 1st October will not be retrospectively judged on a 12 in 24 cycle, they will transition on their next revalidation to the new revalidation cycle.



New PPL rating requirements (NPPL cycle)

- Minimum 12 hours flown in 24 month period
- 6 hours minimum must be flown in second 12 months
- 1 of the 12 hours required to be under instruction (and up to 6 hours, changed from the previous 4)
- Minimum 12 take-offs and landings

New PPL rating requirements (NPPL cycle)

- The instructional hour can be completed **at any stage** within the 24 month period
- The instructional hour can be done in more than one flight, on different dates and with different instructors, providing a minimum cumulative hour has been flown
- An opportunity for improvement, **not a test**
- Logged in dual hours column and signed off in logbook by instructor (as Captain)

New PPL rating requirements (NPPL cycle)

- An instructor test can be used as your instructional time required for revalidating the rating on the 24 month cycle
- There is still an option to revalidate without the instructional hour completed (providing all other requirements are met) as 'Single Seat Only'
- This will “stop the clock” to allow time to get in an instructional hour, but only allows flying on a Single Seat Deregulated Microlight, **not** solo in a dual seat

New PPL rating requirements (NPPL cycle)

- When transitioning from PPL 5 in 13 cycle, holder may have their rating revalidated **up to 3 months in advance of expiry** and still preserve expiry month
- When on 12 in 24 cycle, holder can revalidate **at any stage in the second 12 month period** (assuming all requirements are met) without losing expiry month

New PPL rating requirements (NPPL cycle)

- As an example, let's imagine your last PPL rating expiry date is end of May 2026. Providing you have 5 hours, you can revalidate as early as the beginning of March without losing the expiry month – the new rating would be entered on 1st March but end 31st May 2028.

New PPL rating requirements (NPPL cycle)

- As an example on the 12 in 24 cycle, let's take the same example, which will expire on 31st May 2028. So the second 12 month period will begin 1st June 2027. Let's say that day was a day you got 6 hours of flying in, having previously got 7 hours the first year, one of those being under instruction. You could take your rating to an examiner to revalidate on that day, meaning it would be signed on 1st June 2027 but expire on 31st May 2030 (effectively 36 months of currency).

New PPL rating requirements (NPPL cycle)

- To answer the obvious question that crops up with that scenario: you cannot extend currency like this exponentially, because the 6 hours in second 12 months means the 12 months before the rating expiry (and keep in mind an instructional hour would have to be flown within the 24 months of the **new** rating validity period)

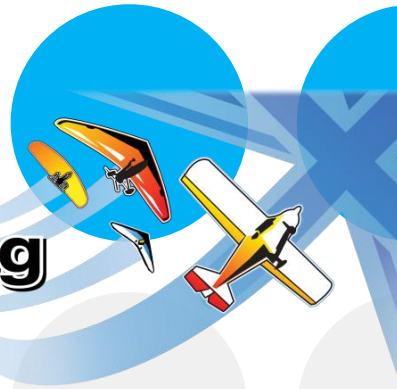
NPPL multiple ratings changes

- Those who held more than one class rating on the NPPL could always revalidate with cumulative hours in each class, providing 1 hour was completed in each class to be revalidated
- This is to be changed to a system where only one class rating's requirements need to be met in order to revalidate all ratings

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NPPL multiple ratings changes

- Holders of SEP class ratings on NPPL (formerly SSEA) will be able to fly Microlights after completing differences training from Oct 1st, rather than needing a GST and rating addition
- Rating additions can be applied for after differences training in many cases, rather than GST

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NPPL multiple ratings changes

- We will not know the exact mechanics of how the new revalidation and cross credits will work in practice until the publication of the Microlight CAP document. When this is published, we will be able to go into further detail.

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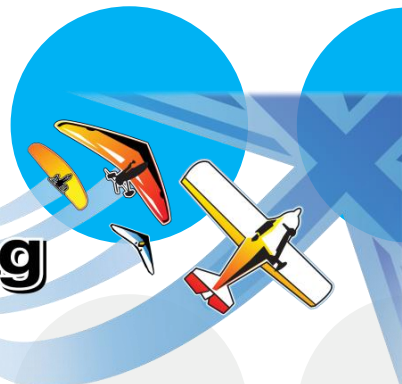
Other positive developments

- BMAA retain ability to issue ab initio NPPLs directly from HQ.
- 3 axis Microlight time can be counted for ICAO PPL hours building and can also be used for SEP refresher training.
Microlight schools should absolutely be using this as a promotional tool.

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Answers to submitted questions

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- The 'Single Seat Only' option for revalidating remains. If you only fly SSDR then you are not mandated to complete an instructional hour.

Q.: The welcome license changes for 3 axis are long overdue. Can I confirm if the training syllabus for FLEXWING NPPL will include partial power loss and the use of moving maps? (Is a TABLET device with Sky Demon classed as a moving map?) Majority of Flex pilots use Sky Demon. Do the BMAA think it is a step forward to make FRTOL (Radio telephony license) a mandatory requirement for the NPPL as it is for the PPL in light of the new license improvements?

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- There is no flexwing syllabus, the Microlight syllabus applies to 3 axis and flexwing aircraft. Partial Power Loss will be included, but moving maps/digital navigation device training will not be mandatory for Microlights unless fitted in the aircraft.
- The BMAA would not support making FRTOL mandatory for Microlight pilots as this would increase costs to pilots who are happy simply doing circuits from a home strip and will never go near controlled airspace.

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Q.: Can I use the microlight fixed hours towards revalidating an expired PPL?

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- I presume you mean fixed wing Microlight time. Expired SEP ratings will normally require a GST to renew, but if refresher training is required, then the 3 axis Microlight time could be used, yes.

Q.: I currently fly microlights on a LAPL(A). Previously I had to do an hour in Group A plus bi-annual in Group A. Can this all now be done on microlights with the changes?

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- The guidance issued on 3 axis Microlights being able to be utilised for SEP refresher training would suggest so (presuming you have completed differences training), but I would advise clarifying this with the Light Aircraft Association (or CAA).

Q.: Can the BMAA provide Licence Rating Pages to individual licence holders?

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- Unfortunately not, as our supply is very limited. All ratings pages have to be printed by the CAA and we have a small stock which we are prioritising for clubs and schools to utilise for PPL holders. However, individuals can request a rating page directly from the CAA by emailing fclweb@caa.co.uk.

Q.: Please provide more examples of what happens during the transition. My certificate of experience expires 10th November 2025. Do I need to get it signed off before 30th September 2025 in order to max out the old privileges or are you saying i need to get my licence certificated before 10th November 2025 and will need new requirements in place by 1st October 2026? Instructions are not clear

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- As this was time-sensitive, it was answered before 1st October. The answer is that the holder could revalidate up until 30th September for one last 5 in 13 rating if they so chose, but from 1st October it could only (and can only now) be revalidated on the 12 in 24 cycle.

Q.: I have an old UK PPL and also fly G/A, so already do a G/A Biennial Review. Do I now also have to complete a microlight review to continue to fly my flexwing?

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- Yes. Flexwing Microlights do not enjoy the same recognition as 3 axis in the SEP world, so you would need to undertake an instructional hour in a flexwing Microlight every 24 months.



Q.: Need to confirm the process for the transition from 5 in 13 to 12 in 24.

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- The visual guide provided should hopefully answer this, but as a reminder: all Microlight examiners can now only revalidate on 12 in 24, whatever the licence. No stamps or stickers can now be used. If a 5 in 13 rating is presented before expiry, you check that 5 hours are done and then revalidate on a separate ratings page for 24 months as for a NPPL, briefing the pilot on what their requirements are. PPL 5 in 13 holders can no longer present even 1 day beyond their expiry date, otherwise they will need to renew by test.

Q.: The 12 landings requirement for reval, is that in the full 24 months or last 12 months of validity?

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- This is across the 24 months. The only time limited factor for the 24 months is the 6 hours required in second 12 months.

Q.: I am a PPL(M) but have an instructor rating. Will my revalidation flight count for the instructional hour, and if so will this be for a 3 year period? Or will I have to do an additional hour with an instructor every 2 years.

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- Instructor tests do count as instructional hours for the purposes of revalidating the Microlight rating. As instructor ratings last 3 years and ratings last 2 years, I would suggest that you time your instructor test to fit into the next revalidation cycle where possible (i.e. beginning of one rating validity and middle of next or similar). However, eventually this won't work and I'm afraid you would have to book some instructional time outside of FI tests. This unfortunately can't really be avoided entirely.

Q.: Will there be a financial cost to obtaining a new licence?

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- If you required one, yes. There is no obligation to immediately update your licence, just get a separate ratings page from either a local Microlight club/school or the CAA directly.



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(A) I assume that the CAA are content that an instructor
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- Evidently, yes.

Q.: Can the one hour instructional flight be taken in an aircraft of a different class to that of your rating.

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- If you hold multiple ratings on a NPPL, it is possible to revalidate your Microlight rating with instructional time in TMG or SEP aircraft instead. On the PPL, no, it must be a Microlight class.

Q.: I am looking to add a SEP or SSEA rating to my microlight license so that I can fly aircraft at my strip such as Group A Eurostar and Zenair 701 etc. Are there any changes to make this simpler for me, without taking exams and a GST?

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- Yes, but we will not have concrete details until the new CAP document is published. Until then, the status quo on cross credits and rating additions remains.

Q.: As a PPLM holder it seems that these proposals are going to affect me so I would like some guidance as to how I will or will not be able to comply with these new proposed licence changes. I currently only fly SSDR aircraft and own two G-GARI and G-CLXL as such I do not have access to a two seat microlight to complete my flight experience tests every two years as I live in a very rural area this new requirement might result in major problems in me complying could someone please advise me in what I am expected to do to remain current ?

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- Fear not, SSDR pilots can continue to revalidate as 'Single Seat Only', as they always have done.

Q.: When completing a certificate of experience on a PPL (M) after October 1st 25, and before 1st November 26, (providing the pilot has completed the 5 hours in 13 months), should we add/complete an entry to a ratings page in the licence and date it for expiry in 24 months?

Q.: When completing a certificate of experience on a PPL (M) after October 1st 25, and before 1st November 26, (providing the pilot has completed the 5 hours in 13 months), should we add/complete an entry to a ratings page in the licence and date it for expiry in 24 months?

- Yes. All ratings entered after 1st October must be on the 12 in 24 cycle, either on the licence (if it has grid boxes) or a separate rating page to be kept with the holder's licence.

OTHER COMMENTS/QUESTIONS SUBMITTED

The cliff edge of older instructors for flexwing retiring is closer than some may think. Is there any review process, to look at the instruct the new instructor courses? With only 2 instructors available with flexwing aircraft in the UK, one in France without a flexwing, all located south of their respective countries, availability puts off potential applicants thus hiding the issue of a lack of interest.

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- We have an existing bursary available to attract wannabe flexwing instructors, who can apply through the BMAA website. We are also currently in discussions on a potential new beginner level of instructor below FI[R] in order to address this shortfall. We are always open to further suggestions if you'd like to e-mail pilot.licensing@bmaa.org and in fact the 'beginner instructor' notion was floated by a BMAA member initially.

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How is the flight review carried out for a single seat only pilot?

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How is the flight review carried out for a single seat only pilot?

- They would fly in a similar two-seat aircraft with an instructor, probably a school aircraft. But to reiterate, SSDR pilots are not mandated to undertake an instructional hour to maintain their rating.

OTHER COMMENTS/QUESTIONS SUBMITTED

Can the instructional hour be completed in any type of aircraft, or only the type the pilot is licenced for? Can a flexwing pilot complete an hour in a 3 axis aircraft?

- I'm assuming by any type of aircraft, you mean any type of Microlight. If you have only flown flexwings, you obviously need differences training to be legal on 3 axis Microlights (or Powered Parachutes). Although it is not considered good practice to use your instructional hour for differences training, it is also not prohibited.

Any further questions?

E-mail pilot.licensing@bmaa.org
