

# Military Aircrew Accreditation Scheme

CAP 2254

Published by the Civil Aviation Authority 2023

Civil Aviation Authority  
Aviation House  
Beehive Ring Road  
Crawley  
West Sussex  
RH6 0YR

You can copy and use this text but please ensure you always use the most up to date version and use it in context so as not to be misleading, and credit the CAA.

First published October 2021

Second Edition August 2024

Supplementary Amendment published March 2025

Third Edition published April 2026, effective 01 May 2026

The latest version of this document is available in online: [www.caa.co.uk/CAP2254](http://www.caa.co.uk/CAP2254)

# 1. Contents

---

<b>1. Contents</b>	<b>3</b>
<b>2. Military Aircrew Accreditation Scheme (MAAS)</b>	<b>5</b>
2.1. Applicability	5
2.2. Foreword	5
2.3. Terminology	6
2.4. Abbreviations	7
2.5. Definitions	10
2.6. Gender	10
2.7. Appendices	10
2.8. Amendments	10
2.9. Supplementary Amendments	11
2.10. Enquiries	11
2.11. Amendments, revision history and effective pages	11
<b>3. Requirements and Credits – Flight Radio Telephony Operators Licence (FRTOL) and English Language Proficiency</b>	<b>12</b>
3.1. Credits for the Flight Radio Telegraphy Operators' Licence (FRTOL)	12
3.2. Credits for the English Language Proficiency	12
<b>4. Requirements and Credits– Aeroplanes</b>	<b>13</b>
4.1 Credits for the UK Part-SFCL	13
4.2 Credits for the National Private Pilot's Licence (A)	15
4.3 Credits for the UK Part-FCL PPL(A)	19
4.4 Credits for the UK Part-FCL CPL(A)	23
4.5 Credits for the Instrument Rating (Aeroplanes) on a Part-FCL licence	28
4.6 Credits for the UK Part-FCL ATPL(A)	30
<b>5 Requirements and Credits – Helicopters</b>	<b>34</b>
5.4 Credits for the UK Part-FCL LAPL(H) and PPL(H)	34
5.5 Credits for the UK Part-FCL CPL(H)	37
5.6 Credits for the Instrument Rating (Helicopters) on a Part-FCL licence	40
5.7 Credits for the UK Part-FCL ATPL(H)	43
<b>6 Additional Requirements and Credits for Ratings &amp; Certificates</b>	<b>47</b>
6.4 Credits for the Revalidation or Renewal of Part-FCL Instrument Rating	47
6.5 Credits for Military Aircrew for MCC and A-UPRT	48

6.6	Credits for the UK Part-FCL instructor certificates listed in GM1 FCL.900	48
6.7	Credits for the UK Part-FCL Aerobatics Rating	50
6.8	Transfer of a Military Aircraft Class/Type rating to a Part-FCL Licence	51
6.9	Credits for the issue of an Instrument Meteorological Conditions (IMC) rating	51
6.10	Credits for the revalidation/ renewal of an Instrument Meteorological Conditions (IMC) rating	52
6.11	Credits for the Night Rating	52
<b>7</b>	<b>How do I apply?</b>	<b>53</b>
7.1	Overview	53
7.2	Licence fees and costs	54
7.3	Guidance for completion of SRG2133	54

## 2. Military Aircrew Accreditation Scheme (MAAS)

---

This document sets out the credits for UK Part-FCL licences available to UK military Aircrew. These are established in a Credit Report prepared by No. 22 Group, RAF, in consultation with the CAA and in accordance with the Article 10 of UK Reg (EU) No. 1178/2011.

### 2.1. Applicability

---

The Military Aircrew Accreditation Scheme (MAAS) sets out the credits for UK Military Flight Crews for the purpose of obtaining Part-FCL licences, ratings or certificates. The MAAS does not make provisions for maintaining a Part-FCL licence, rating or certificate on the basis of military service or military testing. Part-FCL licences, ratings or certificates may only be maintained by satisfying the relevant Part-FCL revalidation or renewal requirements set out in Part-FCL for the licence, rating or certificate, as applicable.

Applicants seeking to take advantage of these arrangements should comply with the requirements as they are specified in this CAP. Applications based upon combining partial compliance with the requirements for alternative routes will not be accepted.

Credits have been established for His Majesty's Armed Forces military qualifications explicitly referenced in this document only. The CAA will not assess the eligibility of applicants with unusual circumstances not captured within this document, these individuals should contact 22Gp MAAS team, who may liaise with CAA on their behalf.

Individuals requiring advice on the civil requirements to be met, taking account of military credit, should seek advice from the ATO or DTO providing their training/ testing.

Questions regarding the derivation of the accreditation scheme or requests for change should be directed in writing to: 22Gp-DFT-MAAS@mod.gov.uk. Alternatively, contact the Aircrew Profession Advisors at HQ Air, or the RN FAA or HQ AAC equivalents.

### 2.2. Foreword

---

CAP2254 replaces the information formerly found within CAP804 for Part-FCL and National Licences and provides the latest information relevant to those individuals wishing to obtain a civil aircrew licence.

We acknowledge the assistance provided by the MAAS Committee, who is represented by all 3 Services of His Majesty's Armed Forces, in providing the relevant information to permit the MAAS to operate and provide support to the scheme.

Reference throughout this document to Part-FCL means the assimilated Regulation (EU) No. 1178/2011, also referred to as UK Reg (EU) No. 1178/2011.

Credits only apply to those individuals serving, or who have served as, commissioned or non-commissioned officers of HM Forces of the UK only.

## 2.3. Terminology

---

For the purpose of this document the groupings below are used. An individual may sit across multiple groups. E.g. A frontline RW Pilot who completed EFT and OCU would be a 'MAGS Graduate', an 'EFT Graduate', a 'QMP(H)' and a 'QMP(H) with Op Category'.

**MAGS Graduate.** Service and ex-Service personnel of the UK Armed Forces (UKAF) who have graduated from Military Aviation Ground School, or legacy equivalents.

**EFT Graduate.** Service and ex-Service personnel of the UK Armed Forces (UKAF) who have graduated from Elementary Flying Training (EFT) and, Service and ex-Service personnel of the UK Armed Forces (UKAF) who have been confirmed in role as Air Experience Flight pilots and have been awarded the Reserve Pilot (Air Experience) flying badge.

**QMP.** Service and ex-Service personnel of the UKAF who have successfully graduated from the advanced phase of flying training of any category, and have normally<sup>1</sup>, been awarded a Pilot's flying badge<sup>2</sup> but have not yet completed an OCU.

**QMP with Op Category.** A QMP that has successfully graduated from an OCU and received Combat Ready (including Limited CR) or, Basic or Full Mission Qualified, or similar derivatives. The Op Category will be 'Military Multi-pilot' if a multi-pilot aircraft OCU or, 'Other' if a single pilot aircraft OCU.

**QMP(A).** Service and ex-Service personnel of the UKAF who have successfully graduated from the advanced phase of fixed wing or fast jet training, and have normally<sup>1</sup> been awarded a Pilot's flying badge<sup>2</sup>, but have not yet completed an OCU; includes Military crossovers (E.g. QMP that completed RW training but transferred to Fixed Wing or Fast Jet and holds an aeroplane CQT or legacy.)

**QMP(A) with Op Category.** A QMP(A) that has also successfully graduated from an OCU and received Combat Ready (including Limited CR) or, Basic or Full Mission Qualified, or similar derivatives. The Op Category will be 'Military Multi-pilot' if a multi-pilot aeroplane OCU or, 'Other' if a single pilot aeroplane OCU.

**QMP(H).** Service and ex-Service personnel of the UKAF who have successfully graduated from advanced phase rotary wing training, and have normally<sup>1</sup> been awarded a Pilot's flying badge, but have not yet completed an OCU; includes Military crossovers (E.g. QMP that completed FW/FJ training but transferred to RW and holds a helicopter CQT or legacy.)

**QMP(H) with Op Category.** A QMP(H) that has also successfully graduated from an OCU and received Combat Ready (including Limited CR) or, Basic or Full Mission Qualified, or similar derivatives. The Op Category will be 'Military Multi-pilot' if a multi-pilot helicopter OCU or, 'Other' if a single pilot helicopter OCU.

**QFI.** QMP who has been awarded an instructor category (or who has been assessed as Competent to Instruct), as a Qualified Flying Instructor (QFI) on aeroplanes.

---

<sup>1</sup> RN graduates are not usually awarded Pilot's flying badge at completion of advanced phase but are equal in training to RAF/AAC counterparts at this point and thus considered QMP for the purpose of CAP2254.

<sup>2</sup> Does not include aircrew who are Reserve Pilot (Air Experience) pilots only.

**QGI.** Pilots who have been awarded an instructor category (or who have been assessed as competent to instruct) on gliders.

**QHI.** QMP who have been awarded an instructor category (or who have been assessed as Competent to Instruct) as a Qualified Helicopter Instructor (QHI) on helicopters.

**QMA.** Service and ex-Service personnel of the UKAF who are qualified as Observers, Aircrewmembers, Rearcrew, Weapon Systems Officer and Weapon Systems Operators (and legacy Aircrew types) in receipt of a Service Flying Badge as Aircrew.

## 2.4. Abbreviations

Terminology	Meaning	Amplifying Information
AJT	Advanced Jet Training	Advanced fast jet flying training.
AMC	Acceptable Means of Compliance	
AoC	Assessment of competence	
ATO	Approved Training Organisation	
ATPL	Airline Transport Pilot Licence	
A-UPRT	Advanced UPRT	
BI(S)	Basic Instructor	Sailplanes only
BFJT	Basic Fast Jet Training	Basic military fast jet training using Tucano.
BFT	Basic Flying Training	Basic military fast jet training using Texan or previously Jet Provost.
CPL	Commercial Pilot Licence	
CRI(A)	Class Rating Instructor (Aeroplane)	
Dual	Dual	Dual with a flying instructor.
DTO	Declared Training Organisation	
EFT	Elementary Flying Training	Elementary military flying training using the Prefect, or previously Tutor or Firefly.
EFTGs	EFT Graduates	Those that have graduated military EFT, or have been confirmed in role as Air Experience Flight pilots and have been awarded the Reserve Pilot (Air Experience) flying badge
FE	Flight Examiner	
FI	Flight Instructor	
FI(A)	Flight Instructor (Aeroplane)	
FI(H)	Flight Instructor (Helicopter)	
FI(S)	Flight Instructor (Sailplane)	
FJ	Fast Jet	
FJLIN	Fast Jet Lead-in	
FRTOL	Flight Radio Telephony Operators Licence	
FTD	Flight Training Device	
FW	Fixed Wing	
IFR	Instrument Flight Rules	
IR(A)	Instrument Rating (Aeroplanes)	
IRE	Instrument Rating Examiner	

Terminology	Meaning	Amplifying Information
IR(H)	Instrument Rating (Helicopters)	
IRI	Instrument Rating Instructor	
LAPL	Light Aircraft Pilot Licence	Helicopters only
MAAS	Military Aircrew Accreditation Scheme	
MAGS	Military Aviation Ground School	
MCC	Multi Crew Cooperation Course	
MEP	Multi Engine Pilot	
MOD	Ministry of Defence	
MP	Multi-pilot.	<p>Military: Multi-pilot operation means an operation requiring at least two pilots using multi-crew cooperation. This may be in either a multi-pilot aircraft or, a single-pilot aircraft operated multi-pilot for military purposes. The requirement for two pilots conducting multi-crew cooperation may be defined by the aircraft type certification, aircraft RTS, flying order book, standard operating procedures or similar</p> <p>Civilian: 'Multi-pilot operation' means an operation requiring at least two pilots using multi-crew cooperation in either a multi-pilot or a single-pilot aircraft. (On an aircraft on which more than one pilot is required under the type certification of the aircraft, or the regulations or the operations manual of the operator under which the flight is conducted.)</p>
NPPL	National Private Pilot Licence	Aeroplanes only
OCU	Operational Conversion Unit	
Op Cat	Operational Category	Completion of a military conversion to type via an OCU or equivalent. Often termed Combat Ready (including Limited CR) or Basic / Fully Mission Qualified, or similar derivatives.
PIC	Pilot in Command.	This will be logged in a military logbook as Captain.
PICUS	Pilot in Command Under Supervision	Flight time from specific sorties where the individual

Terminology	Meaning	Amplifying Information
		has been performing the duties of an aircraft captain but under supervision. This will be logged as 1 <sup>st</sup> Pilot in a military logbook but annotated or countersigned to demonstrate PICUS.
1 <sup>st</sup> Pilot	Military: All flight time in an aircraft for which a CQT is held.  Civilian: All flight time as Pilot in Command.	Due to the confusing use of 1 <sup>st</sup> Pilot between Military and Civilian regulations, the term 1 <sup>st</sup> Pilot will not be used within this document. Instead, PIC and total flight time will be used.
2 <sup>nd</sup> Pilot	Military: The '2nd Pilot' column in the Flying Logbook will be used where present and as appropriate.  Civilian: Flight time as Co-Pilot.	Civilian definition of Co-Pilot: The holder of a pilot licence occupying a pilot seat as co-pilot may log all flight time as co-pilot flight time on an aircraft on which more than one pilot is required under the type certification of the aircraft, or the regulations or the operations manual of the operator under which the flight is conducted.
PPL	Private Pilot Licence	
QAI	Qualified Airborne Instructor	
QFI	Qualified Flying Instructor	Only those B1 CFS Category or above for this document.
QGI	Qualified Gliding Instructor	Only those B1 CFS Category or above for this document.
QHI	Qualified Helicopter Instructor	Only those B1 CFS Category or above for this document.
QMA	Qualified Mission Aircrew	Qualified Mission Aircrew are Observers, Aircrewmen, Rearcrew, Weapon Systems Officer and Weapon Systems Operators (and legacy Aircrew types) in receipt of Service Flying Badge as Aircrew.
QMP(A)	Qualified Military Pilot (Aeroplanes)	Refer to Section 2.3
QMP(H)	Qualified Military Pilot (Helicopters)	Refer to Section 2.3
Restricted FI	Restricted Flight Instructor	Flight Instructor with restricted privileges.
RTF	Radio Telephony	
RW	Rotary Wing	
SE	Single Engine	
SEP	Single Engine Piston	
SET	Single Engine Turbine	
SPL	Sailplane Licence	
TMG	Touring Motor Glider	

Terminology	Meaning	Amplifying Information
TRE	Type Rating Examiner	
TRI	Type Rating Instructor	
UAS	University Air Squadron	
A-UPRT	Advanced Upset Prevention Recovery Training	
VFR	Visual Flight Rules	

## 2.5. Definitions

Throughout this Document the following editorial practices and definitions shall apply:

- "Shall" and "Must" are used to indicate a mandatory requirement.
- "Expect" and "Should" are used to indicate strong obligation.
- "May" is used to indicate discretion.
- "Examiner" is used to indicate a person who holds a valid examiner certificate issued by the UK CAA.
- "Applicant" is used to indicate a person who is seeking the issue, revalidation or renewal of a licence, certificate or rating.
- "Authority" is used to indicate the UK CAA.

## 2.6. Gender

The text within this manual is gender neutral.

## 2.7. Appendices

Each appendix (or in some cases part of an appendix) is in suitable form for removal and independent use.

## 2.8. Amendments

Amendments to CAP 2254 will be published as required.

Underlining is used to indicate new or revised text. Prior to the effective date of an amendment, the full version of CAP 2254 will be available on the CAA website ([www.caa.co.uk](http://www.caa.co.uk)). From the effective date of the amendment, the superseded version of CAP 2254 will be removed from the website.

**For the purposes of this update, there will be no underlining as this document is a considerable update to CAP 2254 and thus all text should be considered to be amended.**

The effective date of an instruction is stated at the foot of the page. Publication of a new edition means that all pages will have the same date; however, new instructions are effective on the amendment publication date.

## 2.9. Supplementary Amendments

---

Supplementary Amendments to CAP 2254 are issued for the following reasons:

- (a) to introduce an entirely new subject or a radical change to existing instructions
- (b) to re-emphasise an existing instruction.

Supplementary Amendments will be incorporated into the main body of the document in a suitable and timely manner.

## 2.10. Enquiries

---

All enquiries concerning the text should be addressed to:

The Editor – CAP 2254  
 Personnel Licensing Policy - Flight Operations  
 Safety and Airspace Regulation Group  
 Civil Aviation Authority  
 Aviation House  
 Beehive Ring Road  
 Crawley  
 West Sussex  
 RH6 0YR

E-mail: [FCLWEB@caa.co.uk](mailto:FCLWEB@caa.co.uk)

## 2.11. Amendments, revision history and effective pages

---

First published October 2021

Second Edition published August 2024

Supplementary Amendment published March 2025

Third Edition published December 2025, effective December 2025

List of effective pages

Chapter	Page	Date
ALL	ALL	April 2026

## 3. Requirements and Credits – Flight Radio Telephony Operators Licence (FRTOL) and English Language Proficiency

---

### 3.1. Credits for the Flight Radio Telephony Operators' Licence (FRTOL)

---

All QMPs, EFT Graduates and QMAs will be credited with the RTF Practical Test only.

All applicants are reminded that for the issue of a FRTOL the applicant must have also passed, or be entitled to a credit for, the communications theoretical written examination.

The theoretical written examination should be taken at the appropriate level for the licence the applicant wishes to apply for. Additionally, applicants must be aware that theoretical written examination validity dates remain aligned to FCL.025:

- 24 months for PPL, LAPL(H) or NPPL(A)
- 36 months for CPL or ATPL

Or aligned to SFCL.135:

- 36 months for SPL (Sailplane Pilot Licence)

### 3.2. Credits for the English Language Proficiency

---

All QMPs, EFT Graduates and QMAs will be credited with ICAO Level 6 English Language Proficiency.

## 4. Requirements and Credits– Aeroplanes

---

Applicants who qualify for credits under the terms of the MAAS may apply for the theoretical knowledge examination and skill test for a licence as specified in this document; or for a licence with lower privileges if the applicable requirements are met.

Military Aircrew applicants shall meet all the requirements for the issue of a licence under Part-FCL. Military aircrew may qualify for credits in accordance with this chapter and they may apply these credits as applicable towards satisfying the Part-FCL requirements for the licence they are applying for. Military Aircrew applicants are credited the requirement to hold a licence of lower privileges and, where they satisfy the experience requirements may apply directly for any Part-FCL licence. (E.g. Without holding a CPL, an applicant may apply for an ATPL if all other requirements are met or credited.)

Flight hours in military aircraft as logged in UKAF military logbooks are recognised and accepted toward meeting the licence, class and type rating experience prerequisites of Part-FCL licences, ratings or certificates as appropriate. Further detail on how military flight time definitions relate to civilian flight time definitions can be found in the terminology and abbreviations section of this document and 'How do I apply' section.

### 4.1 Credits for the UK Part-SFCL

---

#### 4.1.1 Theoretical Knowledge and Examination Credits

Specific credits and requirements apply to sub-groups as follows:

##### **MAGS Graduates**

- Applicants will be credited with the theoretical knowledge instruction course required by SFCL.135.
- Applicants are required to pass the following theoretical knowledge subjects as required by SFCL.135:
  - Air Law
  - Principles of flight (Sailplanes)
  - Operational procedures (Sailplanes)
  - Aircraft general knowledge (Sailplanes)
  - Communications
- Applicants will be credited the remainder of the theoretical knowledge subjects as required by SFCL.135.
- The examination covering the subjects above are conducted at a Gliding Club or a Declared Training Organisation (DTO) who undertakes these courses.

### Reserve Pilot (Glider) with a G1 Category

- Applicants will be credited with the theoretical knowledge instruction course required by SFCL.135.
- Applicants are required to pass the following theoretical knowledge subjects as required by SFCL.135:
  - Air Law
  - Principles of flight (Sailplanes)
  - Operational procedures (Sailplanes)
  - Aircraft general knowledge (Sailplanes)
  - Communications
- Applicants will be credited the remainder of the theoretical knowledge subjects as required by SFCL.135.
- The examination covering the subjects above are conducted at a Gliding Club or a Declared Training Organisation (DTO) who undertakes these courses.

### Reserve Pilot (Glider) Qualified Gliding Instructors (QGI)

- Applicants will be credited with the theoretical knowledge instruction course required by SFCL.135.
- Applicants are required to pass the following theoretical knowledge subjects as required by SFCL.135:
  - Air Law
  - Navigation
  - Communications
- Applicants will be credited the remainder of the theoretical knowledge subjects as required by SFCL.135.
- The examination covering the subjects above are conducted at a Gliding Club or a Declared Training Organisation (DTO) who undertakes these courses.

### 4.1.2 Flying Experience

All gliding flying hours as a Pilot in a military logbook may be used towards the flying experience requirements for award of a SPL.

Specific credits and requirements apply to sub-groups as follows:

#### All QMPs with >100 hrs Total Time and >10 hrs PIC

- Applicants will be credited with 10% of their total flight time as PIC in another category of aircraft up to a maximum of 7 hrs.
- Applicants must complete in a sailplane at least:
  - 2 hrs of supervised solo flight time.
  - 45 launches or take-offs and landings.

- 1 supervised solo cross-country flight of at least 50 km (27 NM) or 1 dual cross-country flight of at least 100 km (55 NM) these flights may be completed in a TMG instead of a sailplane.

## 4.2 Credits for the National Private Pilot's Licence (A)

---

### 4.2.1 Theoretical Knowledge and Examination Credits

Specific credits and requirements apply to sub-groups as follows:

#### **MAGS Graduates.**

- Applicants will be credited with the theoretical knowledge instruction course required by CAP3181.
- Applicants must pass all theoretical written examinations required by CAP3181.
- Applicants have a choice which set of theoretical knowledge examinations they complete for the NPPL. They can complete all of the NPPL examinations or all of the Part-FCL examinations.
- Applicants cannot mix NPPL and Part-FCL examinations, with the exception of the Communications examination. For more details see chapter 3 for the Flight Radio Telephony Operators Licence (FRTOL).

#### **EFT Graduates.**

- Applicants will be credited with the theoretical knowledge instruction course required by CAP3181.
- Applicants have a choice which set of theoretical knowledge examinations they complete for the NPPL. They can complete the NPPL examinations or the Part-FCL examinations.
- Applicants will be required to pass the following NPPL theoretical knowledge examinations:
  - Air law
  - Navigation
  - Aircraft general
- Applicants will be credited with the remainder of the NPPL theoretical knowledge examinations.
- Alternatively, applicants will be required to pass the following Part-FCL theoretical knowledge examinations:
  - Air Law
  - Navigation
  - Flight planning and performance
  - Aircraft general knowledge

- Applicants will be credited with the remainder of the Part-FCL theoretical knowledge examinations.

### **QMA**

- Applicants will be credited with the theoretical knowledge instruction course required by CAP3181.
- Applicants have a choice which set of theoretical knowledge examinations they complete for the NPPL. They can complete the NPPL examinations or the Part-FCL examinations.
- Applicants will be required to pass the following NPPL theoretical knowledge examinations:
  - Air law
  - Navigation
  - Aircraft general
  - Communications, please see chapter 3.
- Applicants will be credited with the remainder of the NPPL theoretical knowledge examinations.
- Alternatively, applicants will be required to pass the following Part-FCL theoretical knowledge examinations:
  - Air law
  - Communications
  - Navigation
  - Principles of flight
  - Operational procedures
  - Flight performance and planning
  - Aircraft general knowledge
- Applicants will be credited with the remainder of the Part-FCL theoretical knowledge examinations.

### **QMP(A)**

- Applicants will be credited with the theoretical knowledge instruction course required by CAP3181.
- Applicants have a choice which set of theoretical knowledge examinations they complete for the NPPL. They can complete the NPPL examinations or the Part-FCL examinations.
- Applicants will be required to pass the following NPPL theoretical knowledge examinations:
  - Air law
  - Aircraft general

- Applicants will be credited with the remainder of the NPPL theoretical knowledge examinations.
- Alternatively, applicants will be required to pass the following Part-FCL theoretical knowledge examinations:
  - Air law
  - Aircraft general knowledge
- Applicants will be credited with the remainder of the Part-FCL theoretical knowledge examinations.

### **QMP(H) that is an EFT Graduate**

- Applicants will be credited with the theoretical knowledge instruction course required by CAP3181.
- Applicants have a choice which set of theoretical knowledge examinations they complete for the NPPL. They can complete the NPPL examinations or the Part-FCL examinations.
- Applicants will be required to pass the following NPPL theoretical knowledge examinations:
  - Air law
  - Aircraft general
- Applicants will be credited with the remainder of the NPPL theoretical knowledge examinations.
- Alternatively, applicants will be required to pass the following Part-FCL theoretical knowledge examinations:
  - Air law
  - Flight performance and planning
  - Aircraft general knowledge
- Applicants will be credited with the remainder of the Part-FCL theoretical knowledge examinations.

### **QMP(H) that is not EFT Graduate**

- Applicants will be credited with the theoretical knowledge instruction course required by CAP3181.
- Applicants have a choice which set of theoretical knowledge examinations they complete for the NPPL. They can complete the NPPL examinations or the Part-FCL examinations.
- Applicants will be required to pass the following NPPL theoretical knowledge examinations:
  - Air law
  - Navigation

- Aircraft general
- Applicants will be credited with the remainder of the NPPL theoretical knowledge examinations.
- Alternatively, applicants will be required to pass the following Part-FCL theoretical knowledge examinations:
  - Air law
  - Principles of flight
  - Operational procedures
  - Flight performance and planning
  - Aircraft general knowledge
- Applicants will be credited with the remainder of the Part-FCL theoretical knowledge examinations.

An applicant for an NPPL(A) for all classes shall successfully pass all the examinations within 24 months prior to applying for the licence.

#### 4.2.2 Flying Experience Credits for NPPL(A)

- All fixed wing flying hours as a Pilot in a military logbook (as listed on a validated SRG2133) may be used towards the flying experience requirements for award of a NPPL(A).
- Applicants for the issue of an NPPL(A) shall have fulfilled the experience requirements and prerequisites as set out in CAP3181, for the specific aeroplane category to be endorsed.
- The NPPL General Skill Test conducted in a SEP or TMG class of aeroplane is different to the NPPL General Skill Test conducted in a Microlight Aeroplane applicants must ensure that they have successfully passed the NPPL Skill Test in the specific aeroplane category to be endorsed.
- NPPL Skill Test will be conducted by the holder of a Flight Examiner Certificate issued in accordance with either Part-FCL or the Air Navigation Order 2016.
- Prior to attempting the NPPL Skill Test applicants should have completed all of the flight training, supervised solos and theoretical knowledge examinations.

Specific credits and requirements apply to sub-groups as follows:

##### **EFT Graduates or QMP(A)**

- Prior to undertaking the NPPL skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the holder of a valid Flight Instructor Certificate. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the Flight Instructor.
- Applicants must have at least 7 hours supervised solo flight time in aeroplanes or, 7 hours Captain in aeroplanes.

- The supervised solo flight time in aeroplanes requirement should include at least 3 hours of supervised solo cross country flight time with at least one supervised solo cross-country flight of at least 100 NM, during which a full stop landing at two aerodromes other than the aerodrome of departure shall be made.

### **EFT Graduates or QMP(A), with >10hrs of Captain and >100hrs of flight time as a pilot in aeroplanes**

- Applicants are credited in full the training course requirements prior to undertaking the NPPL skill test for the issue of a NPPL(A).

Applicants who have not flown SEP, TMG or Microlight Aeroplanes may find it beneficial to complete some flight training with a Flight Instructor in an aeroplane of the same category as they intend to conduct the NPPL Skill Test.

### **QMP(H)**

- Prior to undertaking the NPPL skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the holder of a valid Flight Instructor Certificate after completing a pre-course assessment flight. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the Flight Instructor.
- Complete the required dual training as set out in the pre-course assessment. This training should cover the whole syllabus for more details on the specific areas of emphasis in the training course see CAP3181.
- All emergency exercises should be covered during the training.
- Applicants must have at least 7 hours supervised solo flight time in aeroplanes.
- The supervised solo flight time in aeroplanes requirement should include at least 3 hours of supervised solo cross country flight time with at least one supervised solo cross-country flight of at least 100 NM, during which a full stop landing at two aerodromes other than the aerodrome of departure shall be made.

## **4.3 Credits for the UK Part-FCL PPL(A)<sup>3</sup>**

### **4.3.1 Theoretical Knowledge and Examination Credits**

Specific credits and requirements apply to sub-groups as follows:

#### **MAGS Graduates.**

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.210.

---

<sup>3</sup> Those already in the process of using the hours credits as detailed in CAP 2254 Supplementary Amendment Number 2025/01 (Version 1) published 05 March 2025 may to continue to use these hours credits alongside the updated CAP until 31 October 2026.

- Applicants must pass all theoretical knowledge examinations required by FCL.215.

### **EFT Graduates.**

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.210.
- Applicants must pass the following theoretical knowledge examinations required by FCL.215:
  - Air law
  - Navigation
  - Flight performance and planning
  - Aircraft general knowledge
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.215.

### **QMA**

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.210.
- Applicants are required to pass the following theoretical knowledge examinations required by FCL.215:
  - Air law
  - Communications
  - Navigation
  - Principles of flight
  - Operational procedures
  - Flight performance and planning
  - Aircraft general knowledge
- Applicants will be credited with the remainder of the theoretical knowledge examinations required by FCL.215.

### **QMP(A)**

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.210.
- Applicants are required to pass the following theoretical knowledge examinations required by FCL.215:
  - Air law
  - Aircraft General Knowledge
- Applicants will be credited with the remainder of the theoretical knowledge examinations required by FCL.215.

**QMP(H) that is an EFT Graduate**

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.210.
- Applicants are required to pass the following theoretical knowledge examinations required by FCL.215:
  - Air law
  - Flight performance and planning
  - Aircraft general knowledge
- Applicants will be credited with the remainder of the theoretical knowledge examinations required by FCL.215.

**QMP(H) that is not EFT Graduate**

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.210.
- Applicants are required to pass the following theoretical knowledge examinations required by FCL.215:
  - Air law
  - Flight performance and planning
  - Aircraft general knowledge
  - Principles of flight
  - Operational procedures
- Applicants will be credited with the remainder of the theoretical knowledge examinations required by FCL.215.

An applicant for a Part-FCL PPL(A) shall successfully pass all the examinations in accordance with FCL.025(b)(2) and (c)(1)(i) prior to applying for the licence.

**4.3.2 Flying Experience Credits**

All fixed wing flying hours as a Pilot in a military logbook (as listed on a validated SRG2133) may be used towards the flying experience requirements for award of a Part-FCL PPL(A).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a class rating as set out in Part- FCL Subpart H for the aeroplane used for the test.

Skill tests will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL, in an appropriate single pilot single-engine piston or touring motorglider class of aeroplane.

Specific credits and requirements apply to sub-groups as follows:

### **EFT Graduates or QMP(A)**

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO or DTO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO or DTO.
- Applicants must have at least 10 hours supervised solo flight time in aeroplanes or, 10 hours Captain of an aircraft.
- EFT Graduates must meet the solo cross-country flight requirement in FCL.210.A.

### **EFT Graduates or QMP(A), with >10hrs of Captain and >100hrs of flight time as a pilot in aeroplanes**

- Applicants are credited in full the training course requirements prior to undertaking the skill test for the issue of a PPL(A).

Applicants who have not flown SEP or TMG class of aeroplanes shall complete some flight training with a Flight Instructor in an aeroplane of the same category as they intend to conduct the Skill Test.

### **QMP(H)**

- Applicants with flight experience in another category of aircraft shall be credited with 10% of their total flight time as PIC or Captain on such aircraft up to a maximum of 10 hours towards meeting the overall flight time requirement for the Part-FCL PPL(A).
- Prior to undertaking the skill test, applicants shall complete a training course, which should cover the whole syllabus with specific emphasise on the SEP or TMG class used for the skill test.
- The applicant shall complete a PPL course at an ATO or DTO.
- The total amount of flight training and duration (including any applicable credits) shall be determined by the Head of Training at an ATO or DTO after completing a pre-course assessment flight. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO or DTO.
- Applicants must have at least 10 hours supervised solo flight time in aeroplanes.
- The supervised solo flight time in aeroplanes requirement shall include at least 5 hours of supervised solo cross country flight time with at least one supervised solo cross-country flight of at least 150 NM, during which a full stop landing at two aerodromes other than the aerodrome of departure shall be made.

## 4.4 Credits for the UK Part-FCL CPL(A)

---

### 4.4.1 Theoretical Knowledge and Examination Credits

Any QMP who holds/or has held a Military Unrestricted Instrument Rating in any category is credited with the requirement to pass the Radio Navigation theoretical examination required by FCL.310.

An applicant may complete the exams at CPL or ATPL level because the ATPL level will meet or exceed the CPL requirements in FCL.310; as per Appendix to AMC1 FCL.310; FCL.515; FCL.615. Applicants are reminded that theoretical written examination validity dates remain aligned to FCL.025. Unless a CPL(A) and/or ATPL(A) is gained within the calendar validity of the pass results, the theoretical knowledge examinations must be passed again to the required level.

Applicants are reminded that when an exam subject is specific to Aeroplane or Helicopter, they must sit the correct exam category for the category of license, (A) or (H), they are applying for.

Specific credits and requirements apply to sub-groups as follows:

#### 4.4.1.1 QMP(A)

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.315.
- Applicants will be required to pass the following theoretical written examinations required by FCL.310:
  - Air Law
  - Mass and Balance
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.310.

#### 4.4.1.2 QMP(A) with Op Category

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.315.
- Applicants will be required to pass the following theoretical written examinations required by FCL.310:
  - Air Law
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures

- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.310.

#### **4.4.1.3 QMP(H)**

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.315.
- Applicants will be required to pass the following theoretical written examinations required by FCL.310:
  - Air Law
  - Aircraft General Knowledge - Airframe/Systems/Powerplant
  - Aircraft General Knowledge – Instrumentation
  - Mass and Balance
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
  - Principles of Flight
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.310.

#### **4.4.1.4 QMP(H) with Op Category**

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.315.
- Applicants will be required to pass the following theoretical written examinations required by FCL.310:
  - Air Law
  - Aircraft General Knowledge - Airframe/Systems/Powerplant
  - Aircraft General Knowledge – Instrumentation
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
  - Principles of Flight
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.310.

### **4.4.2 Flying Experience Credits**

All fixed wing flying hours as a Pilot in a military logbook (as listed on a validated SRG2133) may be used towards the flying experience requirements for award of a CPL(A).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a class or type rating as set out in Part-FCL Subpart H for the aeroplane used for the test.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL, in<sup>4</sup>:

- an appropriate class or type of military aeroplane on which the applicant is or has been qualified to operate as a QMP(A), suitably equipped for the purpose, which has a Part 21 civilian equivalent class or type, or
- an appropriate class of civilian aeroplane following training to the satisfaction of the Head of Training at an ATO, or
- an appropriate type of civilian aeroplane provided that the applicant has completed the Part-FCL requirements for inclusion of the rating for that type in a Part-FCL licence except the type rating skill test.

Specific credits and requirements apply to sub-groups as follows:

#### 4.4.2.1 QMP(A)

- Applicants who meet all of the experience requirements for a CPL(A) prior to attempting the skill test, are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a CPL(A).
- Applicants who do not meet all of the experience requirements for a CPL(A) prior to attempting the skill test, shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO.
- Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.
- In all cases applicants must meet all the experience requirements when applying for a CPL(A).
  - QMP(A)s without a military multi-engine type qualification may take that skill test in a single pilot single-engine aeroplane, or alternatively on a multi-engine aeroplane if they complete a multi-engine training course at an ATO prior to the CPL skill test.
  - QMP(A)s with a military multi-engine type qualification may take that skill test in a single pilot single-engine or, multi-engine, aeroplane. (They are deemed to have met the training requirements and are therefore not required to complete a training course prior to undertaking the Skill Test for the issue of the multi-engine rating.)

#### 4.4.2.2 QMP(H)

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the

---

<sup>4</sup> The requirement for an aeroplane used for the skills test to be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear, may be waived if the applicant has more than 50hrs flight time on appropriate aircraft.

Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.

- Applicants who meet the experience requirement for a CPL(H) may use up to 50hrs of flight time towards the total pre-requisite flight time required prior to the start of a modular CPL(A) course.
- Applicants holding a current unrestricted military IR shall be credited up to 5 hours of the dual instrument instruction time.
- Applicants who meet all of the experience requirement for the issue of a CPL(H) may use helicopter flight time towards up to 100 hours in helicopters towards meeting all of the flight time requirements for the issue of a CPL(A).
- The applicant must have at least 100 hours as PIC of which at least 20 hours are cross-country which shall include a VFR cross-country flight of at least 300nm, in the course of which full stop landings at two aerodromes different from the aerodrome of departure in aeroplanes.
- Applicants must meet all of the experience requirements for issue of a CPL(A)

#### 4.4.2.3 QMP(H) with Op Category

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.
- Applicants who meet the experience requirement for a CPL(H), may count up to 50hrs of flight time completed as PIC in a helicopter towards the pre-requisite PIC flight time required prior to the start of a modular CPL(A) course.
- Applicants who meet the experience requirement for a CPL(H) may use up to 100hrs of flight time towards the pre-requisite flight time required prior to the start of a modular CPL(A) course.
- Applicants who meet the experience requirement for a CPL(H) may count helicopter night flight time towards all of the total night and night cross country hours required for award of a CPL(A), but not towards night circuit and landing requirements.
- Applicants holding a current unrestricted military IR shall be credited up to 5 hours of the dual instrument instruction time.
- Applicants who meet all the experience requirement for the issue of a CPL(H) may use helicopter flight time towards up to 100 hours of in helicopters towards meeting all of the flight time requirements for the issue of a CPL(A).
- Applicants who meet all of the experience requirements for the issue of a CPL(H) may credit helicopter flight time towards up to 100 hours of the 200 hour total time requirement for the issue of the CPL(A).
- Applicants must have completed, as PIC, at least 20 hours of cross-country flight time in aeroplanes. This shall include one VFR cross-country flight of at least 300 nm,

during which full-stop landings must be made at two aerodromes other than the aerodrome of departure.

- Applicants who intend to complete an MEP class rating as part of their CPL(A) issue must meet the prerequisite experience requirement of 70 hours PIC in aeroplanes for the issue of that class rating.
- Applicants must meet all the experience requirements for issue of a CPL(A)

## 4.5 Credits for the Instrument Rating (Aeroplanes) on a Part-FCL licence

---

Note: The IR(A) cannot be added to a NPPL(A).

### 4.5.1 Theoretical Knowledge and Examination Credits

An applicant who passes the examinations required for IR(A) award is reminded that the calendar validity periods for examination passes set out in Part-FCL apply. Unless an IR(A) is gained within the calendar validity of the pass results, the theoretical knowledge examinations must be passed again to qualify for the IR(A).

#### 4.5.1.1 All QMPs who hold or have held a Military Unrestricted Instrument Rating

- Applicants will be credited with theoretical knowledge instruction course required by FCL.615.
- Applicants are required to pass the following theoretical written examinations required by FCL.615:
  - Air Law
  - Flight Planning and Monitoring
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.615.

### 4.5.2 Flying Experience Credits

All fixed wing flying hours as a Pilot in a military logbook (as listed on a validated SRG2133) may be used towards the flying experience requirements for award of an IR(A).

The skills test will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL, in<sup>5</sup>:

- an appropriate class or type of military aeroplane on which the applicant is or has been qualified to operate as a QMP(A), suitably equipped for the purpose, which has a Part 21 civilian equivalent class or type, or
- an appropriate class of civilian aeroplane following training to the satisfaction of the Head of Training at an ATO, or
- an appropriate type of civilian aeroplane provided that the applicant has completed the Part-FCL requirements for inclusion of the rating for that type in a Part-FCL licence except the type rating skill test.

---

<sup>5</sup> The requirement for an aeroplane used for the skills test to be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear, may be waived if the applicant has more than 50hrs flight time an aircraft of this type.

Specific credits and requirements apply to sub-groups as follows:

#### **4.5.2.1 QMP(A) who hold or have held a Military Unrestricted Instrument Rating**

- Applicants who meet the experience requirements for a CPL(A) or IR are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of the IR(A) to a Part-FCL licence; otherwise applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.
  - QMP(A)s may take that skill test in a single pilot single-engine aeroplane, or alternatively on a multi-engine aeroplane if they complete a multi-engine training course at an ATO prior to the IR skill test.
  - QMP(A)s with a military multi-engine type qualification may take that skill test in a single pilot single-engine or, multi-engine aeroplane.

#### **4.5.2.2 QMP(A) who hold or have held only a Military Restricted Instrument Rating**

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO; this training shall be at least the procedural instrument flying elements of the approved IR course.
  - QMP(A)s may take that skill test in a single pilot single-engine aeroplane, or alternatively on a multi-engine aeroplane if they complete a multi-engine training course at an ATO prior to the IR skill test.
  - QMP(A)s with a military multi-engine type qualification may take that skill test in a single pilot single-engine or, multi-engine aeroplane.

#### **4.5.2.3 QMP(H) who hold or have held a Military Unrestricted Instrument Rating**

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO; this training shall be at least 10hrs.

#### **4.5.2.4 QMP(H) who hold or have held only a Military Restricted Instrument Rating**

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO; this training shall be at least the procedural instrument flying elements of the approved IR course and be in excess of the 10hrs minima outlined at para 4.5.2.3.

## 4.6 Credits for the UK Part-FCL ATPL(A)

---

### 4.6.1 Theoretical Knowledge and Examination Credits

Any QMP who holds/or has held a Military Unrestricted Instrument Rating in any category is credited with the requirement to pass the Radio Navigation theoretical examination required by FCL.515.

Applicants who pass the theoretical written examinations are reminded of the calendar validity period for theoretical written examination passes as per FCL.025.

Applicants are reminded that when an exam subject is specific to Aeroplane or Helicopter, they must sit the correct exam category for the category of license, (A) or (H), they are applying for.

Specific credits and requirements apply to sub-groups as follows:

#### 4.6.1.1 QMP(A)

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.515.
- Applicants are required to pass the following theoretical written examinations required by FCL.515:
  - Air Law
  - Mass and Balance
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.515.

#### 4.6.1.2 QMP(A) with Op Category

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.515.
- Applicants are required to pass the following theoretical written examinations required by FCL.515:
  - Air Law
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.515.

#### 4.6.1.3 QMP(H)

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.515.
- Applicants are required to pass the following theoretical written examinations required by FCL.515:
  - Air Law
  - Aircraft General Knowledge - Airframe/Systems/Powerplant
  - Aircraft General Knowledge – Instrumentation
  - Mass and Balance
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
  - Principles of Flight
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.515.

#### 4.6.1.4 QMP(H) with Op Category

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.515.
- Applicants are required to pass the following theoretical written examinations required by FCL.515:
  - Air Law
  - Aircraft General Knowledge - Airframe/Systems/Powerplant
  - Aircraft General Knowledge – Instrumentation
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
  - Principles of Flight
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.515.

## 4.6.2 Flying Experience Credits

### 4.6.2.1 Military multi-pilot flight time.

- Flight hours may be considered as multi-pilot when the individual is qualified on type and, occupying a pilot's seat to perform the duties of a pilot, while conducting 'Multi-pilot operations.'
- A multi-pilot operation means an operation requiring at least two pilots using multi-crew cooperation. This may be in either a multi-pilot aircraft or, a single-pilot aircraft operated multi-pilot for military purposes. The requirement for two pilots conducting multi-crew cooperation may be defined by the aircraft type certification, aircraft RTS, flying order book, standard operating procedures or similar.
- Multi-pilot hours must be validated by the approver of an applicant's form SRG2133.

With the above in mind, the following types are considered to be multi-pilot aeroplanes for this purpose (with type-rating licence endorsement in brackets). This list is not exhaustive and for pilots who have flown other types (Test Pilots, Exchange Pilots, etc) they may claim multi-pilot flight time where the direction above applies<sup>6</sup>.

Andover	Phenom (Embraer 500 / 505)
Airbus A400M (A400M)	Poseidon (Boeing B737 300-900)
BAC 1-11 (BAC1-11)	Rivet Joint (B707 / 720)
Bae 125 (HS125)	Sentinel (Bombardier BD 700)
Bae 146 (AVRORJ / Bae146)	Sentry (B707 / 720)
C17 Globemaster	Shadow (Hawker BE300) and King Air
Envoy (Falcon900EX EASy)	Tristar (L1011)
Hercules C1 / C3 & C4 / C5 variants (Hercules)	VC10
Jetstream T3 (Jetstream 31/32)	Voyager (Airbus A330 / 350)
Nimrod	Wedgetail (Boeing B737 300-900)

With respect to above, fixed wing flying hours as a Pilot in a military logbook (as listed on a validated SRG2133) may be used towards the flying experience requirements for award of an ATPL(A).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of an aeroplane type rating as set out in Part FCL Subpart H for the aeroplane to be used for the test.

The skill test will be conducted by the holder of a Type Rating Examiner (TRE<sup>7</sup>) Certificate for the aeroplane type, issued under Part-FCL, in:

- an appropriate multi-pilot type of military aeroplane on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent: or,
- an appropriate multi-pilot type of civilian aeroplane provided the applicant has completed the Part-FCL requirements for inclusion of that type with IR in a Part-FCL licence except the type rating skill test.

<sup>6</sup> The CAA will hold an up-to-date list of relevant aircraft types, to enquire about adding any additional aircraft types please contact 22Gp-DFT-MAAS@mod.gov.uk..

<sup>7</sup> when referring to 'Type Rating Examiner (TRE)' this includes 'Synthetic Flight Examiner (SFE)'

Specific credits and requirements apply to sub-groups as follows:

#### **4.6.2.2 QMP(A) with Op Category Military Multi-pilot and holds/has held a Military Instrument Rating**

- Applicants will be fully credited with the MCC and A-UPRT requirements.
- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.

#### **4.6.2.3 QMP(A) with Op Category Other and holds/has held a Military Instrument Rating**

- Applicants will be fully credited with the A-UPRT requirements.
- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.

#### **4.6.2.4 QMP(H) with Op Category Military Multi-pilot and holds/has held a Military Instrument Rating**

- Applicants will be fully credited with the MCC and A-UPRT requirements.
- Applicants who have satisfied the experience requirements for the issue of an ATPL(H) in helicopters may use helicopter time for 50% of all the flight time requirements for the issue of an ATPL(A).
- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.

#### **4.6.2.5 QMP(H) with Op Category Other and holds/has held a Military Instrument Rating**

- Applicants will be fully credited with the A-UPRT requirement.
- Applicants who have satisfied the experience requirements for the issue of an ATPL(H) in helicopters may use helicopter time for 50% of all the flight time requirements for the issue of an ATPL(A).
- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.

## 5 Requirements and Credits – Helicopters

---

Applicants who qualify for credits under the terms of the MAAS may apply for the theoretical knowledge examination and skill test for a licence as specified in this document; or for a licence with lower privileges if the applicable requirements are met.

Military Aircrew applicants shall meet all the requirements for the issue of a licence under Part-FCL. Military aircrew may qualify for credits in accordance with this chapter and they may apply these credits as applicable towards satisfying the Part-FCL requirements for the licence they are applying for. Military Aircrew applicants are credited the requirement to hold a licence of lower privileges and, where they satisfy the experience requirements may apply directly for any Part-FCL licence. (E.g. Without holding a CPL, an applicant may apply for an ATPL if all other requirements are met or credited.)

Flight hours in military aircraft as logged in UKAF military logbooks are recognised and accepted toward meeting the licence, class and type rating experience prerequisites of Part-FCL licences, ratings or certificates as appropriate. Further detail on how military flight time definitions relate to civilian flight time definitions can be found in the terminology and abbreviations section of this document and 'How do I apply' section.

### 5.4 Credits for the UK Part-FCL LAPL(H) and PPL(H)

---

#### 5.4.1 Theoretical Knowledge and Examination Credits

Specific credits and requirements apply to sub-groups as follows:

##### 5.4.1.1 MAGS Graduates

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.115 or FCL.210 as applicable.
- Applicants are required to pass all theoretical written examinations required by FCL.120 or FCL.215 as applicable.

##### 5.4.1.2 QMA

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.115 or FCL.210 as applicable.
- The individual is required to pass the following theoretical written examinations required by FCL.120 or FCL.215 as applicable:
  - Air law
  - Communications
  - Navigation
  - Principles of flight
  - Operational procedures
  - Flight performance and planning
  - Aircraft general knowledge

- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.120 or FCL.215 as applicable.

#### **5.4.1.3 QMP(H)**

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.115 or FCL.210 as applicable.
- The individual is required to pass the following theoretical written examinations required by FCL.120 or FCL.215 as applicable:
  - Air law
  - Aircraft General Knowledge
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.120 or FCL.215 as applicable.

#### **5.4.1.4 QMP(A)**

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.115 or FCL.210 as applicable.
- Applicants are required to pass the following theoretical written examinations required by FCL.120 or FCL.215 as applicable:
  - Air law
  - Flight performance and planning
  - Aircraft general knowledge
  - Principles of flight
  - Operational procedures
- Applicants are credited with the remainder of the theoretical written examinations required by FCL.120 or FCL.215 as applicable.

### **5.4.2 Flying Experience Credits**

All rotary wing flying hours as a Pilot in a military logbook (as listed on a validated SRG2133) may be used towards the flying experience requirements for award of a LAPL(H) or PPL(H).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part- FCL Subpart H (or experience for endorsement on a LAPL(H)) for the helicopter used for the test.

Skills tests will be conducted by the holder of a Flight Examiner Certificate issued in accordance with Part-FCL, in an appropriate helicopter.

Specific credits and requirements apply to sub-groups as follows:

#### **5.4.2.1 QMP(H) with >100hrs of flight time as a pilot on the relevant aircraft category**

- Applicants will be fully credited with the training course requirement prior to undertaking the skill test for the issue of a LAPL(H) or PPL(H), as appropriate.

#### **5.4.2.2 QMP(H)**

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO or DTO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO or DTO.
- Applicants must have at least 10 hours supervised solo flight time in helicopters or, 10 hours Captain of an aircraft.

#### **5.4.2.3 QMP(A)**

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO or DTO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO or DTO.
- Applicants must have at least 10 hours supervised solo flight time in helicopters or, 10 hours Captain of an aircraft.
- Applicants may use up to 10% of their total flight time, up to a maximum of 6 hours, towards the flying experience requirements for award of a LAPL(H) or PPL(H).

## 5.5 Credits for the UK Part-FCL CPL(H)

### 5.5.1 Theoretical Knowledge and Examination Credits

Any QMP who holds/or has held a Military Unrestricted Instrument Rating in any category is credited with the requirement to pass the Radio Navigation theoretical examination required by FCL.310.

An applicant may complete the exams at CPL or ATPL level because the ATPL level will meet or exceed the CPL requirements in FCL.310; as per Appendix to AMC1 FCL.310; FCL.515; FCL.615. Applicants are reminded that theoretical written examination validity dates remain aligned to FCL.025. Unless a CPL(A) and/or ATPL(A) is gained within the calendar validity of the pass results, the theoretical knowledge examinations must be passed again to the required level.

Applicants are reminded that when an exam subject is specific to Aeroplane or Helicopter, they must sit the correct exam category for the category of license, (A) or (H), they are applying for.

Specific credits and requirements apply to sub-groups as follows:

#### 5.5.1.1 QMP(H)

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.315.
- Applicants are required to pass the following theoretical written examinations required by FCL.310:
  - Air Law
  - Mass and Balance
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.310.

#### 5.5.1.2 QMP(H) with Op Category

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.315.
- Applicants are required to pass the following theoretical written examinations required by FCL.310:
  - Air Law
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures

- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.310.

### 5.5.1.3 QMP(A)

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.315.
- Applicants are required to pass the following theoretical written examinations required by FCL.310:
  - Air Law
  - Aircraft General Knowledge - Airframe/Systems/Powerplant
  - Aircraft General Knowledge – Instrumentation
  - Mass and Balance
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
  - Principles of Flight
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.310.

### 5.5.1.4 QMP(A) with Op Category

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.315.
- Applicants are required to pass the following theoretical written examinations required by FCL.310:
  - Air Law
  - Aircraft General Knowledge - Airframe/Systems/Powerplant
  - Aircraft General Knowledge – Instrumentation
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
  - Principles of Flight
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.310.

## 5.5.2 Flying Experience Credits

All rotary wing flying hours as a Pilot in a military logbook (as listed on a validated SRG2133) may be used towards the flying experience requirements for award of a CPL(H).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part- FCL Subpart H for the helicopter used for the test.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent type, or
- an appropriate type of civilian helicopter provided the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test.

Specific credits and requirements apply to sub-groups as follows:

#### **5.5.2.1 QMP(H)**

- Applicants who meet the experience requirements for a CPL(H) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a CPL(H); otherwise applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.
  - A QMP(H) without a military multi-engine type qualification, may take that skill test in a single pilot single-engine helicopter, or alternatively in a single pilot multi-engine helicopter provided they complete the multi-engine helicopter type rating training course at an ATO prior to the CPL skill test.
  - A QMP(H) with a military multi-engine helicopter type qualification, may take that skill test in a single pilot single-engine or, single pilot multi-engine, helicopter.

#### **5.5.2.2 QMP(A)**

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.
- Applicants who meet the experience requirement for a CPL(A) may use up to 50hrs of flight time towards the total pre-requisite flight time required prior to the start of a modular CPL(H) course.
- Applicants holding a current unrestricted military IR shall be credited up to 5 hours of the dual instrument instruction time.
- Applicants who meet all the experience requirements for the issue of a CPL(A) may use up to 50 hours as PIC in aeroplane towards meeting the flight time requirements for the issue of a CPL(H).
- Applicants must have at least 50 hours as PIC in helicopters of which at least 10 hours is cross-country including at least one VFR cross-country flight of at least 100 NM in the course of which full stop landings at two aerodromes different from the aerodrome of departure.

- Applicants must meet all the experience requirements for the issue of a CPL(H).

### 5.5.2.3 QMP(A) with Op Category

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.
- Applicants who meet the experience requirement for a CPL(A) may count up to 50hrs of flight time completed as PIC in a aeroplane towards the pre-requisite PIC flight time required prior to the start of a modular CPL(H) course.
- Applicants who meet the experience requirement for a CPL(A) may use up to 100hrs of flight time towards the pre-requisite flight time required prior to the start of a modular CPL(H) course.
- Applicants who meet the experience requirement for a CPL(A) may count aeroplane night flight time towards all the total night and night cross country hours but not towards night circuit and landing requirements.
- Applicants holding a current unrestricted military IR shall be credited up to 5 hours of the dual instrument instruction time.
- Applicants who meet all the experience requirements for the issue of a CPL(A) may use up to 50 hours as PIC in aeroplane towards meeting the flight time requirements for the issue of a CPL(H).
- Applicants must have at least 50 hours as PIC in helicopters of which at least 10 hours is cross-country including at least one VFR cross-country flight of at least 100 NM in the course of which full stop landings at two aerodromes different from the aerodrome of departure.
- Applicants must meet all the experience requirements for the issue of a CPL(H).

## 5.6 Credits for the Instrument Rating (Helicopters) on a Part-FCL licence

---

Note: The IR(H) cannot be added to a LAPL(H).

### 5.6.1 Theoretical Knowledge and Examination Credits

An applicant who passes the examinations required for IR(H) award is reminded that the calendar validity periods for examination passes set out in Part-FCL apply. Unless an IR(H) is gained within the calendar validity of the pass results, the theoretical knowledge examinations must be passed again to qualify for the IR(H).

#### 5.6.1.1 All QMPs who hold or have held a Military Unrestricted Instrument Rating

- Applicants will be credited with theoretical knowledge instruction course requirement required by FCL.615.
- Applicants are required to pass the following theoretical written examinations required by FCL.615:

- Air Law
- Flight Planning and Monitoring
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.615.

### 5.6.2 Flying Experience Credits

All rotary wing flying hours as Pilot in a military logbook (as listed on a validated SRG2133) may be used towards the flying experience requirements for award of an IR(H).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part- FCL Subpart H for the helicopter used for the test.

The skill test will be conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent type, or
- an appropriate type of civilian helicopter provided the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test.

Specific credits and requirements apply to sub-groups as follows:

#### **5.6.2.1 QMP(H) who hold or have held a Military Unrestricted Instrument Rating**

- Applicants who meet the experience requirements for a CPL(H) are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of the IR(H) to a Part-FCL licence; otherwise applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.
  - A QMP(H) without a military multi-engine type qualification, may take that skill test in a single pilot single-engine helicopter, or alternatively in a single pilot multi-engine helicopter provided they complete the multi-engine helicopter type rating training course at an ATO prior to the IR skill test.
  - A QMP(H) with a military multi-engine helicopter type qualification, may take that skill test in a single pilot single-engine or, single pilot multi-engine, helicopter.

#### **5.6.2.2 QMP(H) who hold or have held only a Military Restricted Instrument Rating**

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO; this training shall be at least the procedural instrument flying elements of the approved IR course.
  - A QMP(H) without a military multi-engine type qualification, may take that skill test in a single pilot single-engine helicopter, or alternatively in a single pilot multi-engine helicopter provided they complete the multi-engine helicopter type rating training course at an ATO prior to the IR skill test.
  - A QMP(H) with a military multi-engine helicopter type qualification, may take that skill test in a single pilot single-engine or, single pilot multi-engine, helicopter.

#### **5.6.2.3 QMP(A) who hold or have held a Military Unrestricted Instrument Rating**

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO; this training shall be at least 10hrs.

## 5.7 Credits for the UK Part-FCL ATPL(H)

---

### 5.7.1 Theoretical Knowledge and Examination Credits

Any QMP who holds/or has held a Military Unrestricted Instrument Rating in any category, is credited with the requirement to pass the Radio Navigation theoretical examination required by FCL.515.

Applicants who pass the theoretical written examinations are reminded of the calendar validity period for theoretical written examination passes as per FCL.025.

Applicants are reminded that when an exam subject is specific to Aeroplane or Helicopter, they must sit the correct exam category for the category of license, (A) or (H), they are applying for.

Specific credits and requirements apply to sub-groups as follows:

#### 5.7.1.1 QMP(H)

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.515.
- Applicants are required to pass the following theoretical written examinations required by FCL.515:
  - Air Law
  - Mass and Balance
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.515.

#### 5.7.1.2 QMP(H) with Op Category

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.515.
- Applicants are required to pass the following theoretical written examinations required by FCL.515:
  - Air Law
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.515.

### 5.7.1.3 QMP(A)

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.515.
- Applicants are required to pass the following theoretical written examinations required by FCL.515:
  - Air Law
  - Aircraft General Knowledge - Airframe/Systems/Powerplant
  - Aircraft General Knowledge – Instrumentation
  - Mass and Balance
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
  - Principles of Flight
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.515.

### 5.7.1.4 QMP(A) with Op Category

- Applicants will be credited with the theoretical knowledge instruction course required by FCL.515.
- Applicants are required to pass the following theoretical written examinations of Flight required by FCL.515:
  - Air Law
  - Aircraft General Knowledge - Airframe/Systems/Powerplant
  - Aircraft General Knowledge – Instrumentation
  - Performance
  - Flight Planning and Monitoring
  - Radio Navigation (Unless individual holds/has held military unrestricted IR)
  - Operational Procedures
  - Principles of Flight
- Applicants will be credited with the remainder of the theoretical written examinations required by FCL.515.

## 5.7.2 Flying Experience Credits

### 5.7.2.1 Military multi-pilot flight time.

- Flight hours may be considered as multi-pilot when the individual is qualified on type and, occupying a pilot's seat to perform the duties of a pilot, while conducting 'Multi-pilot operations.'
- A multi-pilot operation means an operation requiring at least two pilots using multi-crew cooperation. This may be in either a multi-pilot aircraft or, a single-pilot aircraft operated multi-pilot for military purposes. The requirement for two pilots conducting multi-crew cooperation may be defined by the aircraft type certification, aircraft RTS, flying order book, standard operating procedures or similar.
- Multi-pilot hours must be validated by the approver of an applicant's form SRG2133.

With the above in mind, the following types are considered to be multi-pilot helicopters for this purpose<sup>8</sup>. This list is not exhaustive and for pilots who have flown other types (Test Pilots, Exchange Pilots, etc) they may claim multi-pilot flight time where the direction above applies.

Agusta 109 all marks (A109/AW109)  
 Apache (AH / AH-64) all marks  
 AW139  
 Blackhawk (S70) all variants  
 Chinook (CH-47) all marks  
 Dauphin (SA365/365N)  
 Griffin HAR2 / Bell 212 / Bell 412  
 Juno (EC135 / 635) all variants

Jupiter (EC145/ Bolkow 117) all variants  
 Lynx (Mk 1 / 2 / 3 / 7 / 9 / 9A)  
 Merlin (EH101) all marks.  
 Puma (SA330) all marks.  
 Sea King (SK-61) all marks.  
 Sea Stallion CH-53  
 Wildcat (AW159) all marks

With respect to above, rotary wing flying hours as a Pilot in a military logbook (as listed on a validated SRG2133) may be used towards the flying experience requirements for award of an ATPL(H).

Applicants for the issue of a Part-FCL licence shall have fulfilled the experience requirements and prerequisites for the issue of a type rating as set out in Part FCL Subpart H for the helicopter to be used for the test.

The skill test will be conducted by the holder of a 'Type Rating Examiner (TRE)<sup>9</sup> Certificate issued under Part-FCL, in:

- an appropriate type of military helicopter on which the applicant is or has been qualified to operate as a QMP, suitably equipped for the purpose, which has a Part 21 civilian equivalent type, or
- an appropriate type of civilian helicopter provided the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence except the type rating skill test.

<sup>8</sup> The CAA will hold an up-to-date list of relevant aircraft types.

<sup>9</sup> when referring to 'Type Rating Examiner (TRE)' this includes 'Synthetic Flight Examiner (SFE)

Specific credits and requirements apply to sub-groups as follows:

#### **5.7.2.2 QMP(H) with Op Category Military Multi-pilot and holds/has held a Military Instrument Rating**

- Applicants will be fully credited towards the MCC requirements.
- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.

#### **5.7.2.3 QMP(H) with Op Category Other and holds/has held a Military Instrument Rating**

- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.

#### **5.7.2.4 QMP(A) with Op Category Military Multi-pilot and holds/has held a Military Instrument Rating**

- Applicants will be fully credited towards the MCC requirements.
- Applicants who have satisfied the experience requirements for the issue of an ATPL(A) in aeroplanes may use aeroplane time for 50% of all the flight time requirements for the issue of an ATPL(H).
- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.

#### **5.7.2.5 QMP(A) with Op Category Other and holds/has held a Military Instrument Rating**

- Applicants who have satisfied the experience requirements for the issue of an ATPL(A) in aeroplanes may use aeroplane time for 50% of all the flight time requirements for the issue of an ATPL(H).
- Prior to undertaking the skill test, applicants shall complete a training course, the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO. Such a course shall not require prior approval by the Authority, and responsibility for ensuring the adequacy and appropriateness of the training rests solely with the ATO.

## 6 Additional Requirements and Credits for Ratings & Certificates

---

### 6.4 Credits for the Revalidation or Renewal of Part-FCL Instrument Rating

---

QMPs with a valid military IR can revalidate or renew the IR privileges contained within a Part-FCL licence on the basis of the military IR subject to the following conditions being met:

- A Military Unrestricted Instrument Rating has been revalidated/renewed in a class or type for which they hold the civilian equivalent aeroplane rating in the Part-FCL licence, and
- The proficiency check to revalidate/renew the Military Unrestricted Instrument Rating was conducted by the holder of a Flight Examiner Certificate issued under Part-FCL, and
- The proficiency check to revalidate/renew the Military Unrestricted Instrument Rating was conducted following the civilian IR test schedule set out in Appendix 9 to Part-FCL.

A valid class or type rating needs to be held unless this is combined with a proficiency check as detailed in FCL. 625, FCL.625.A and FCL.625.H.

For example, a QMP(H) with a valid military IR(H) who has revalidated/ renewed their Military Unrestricted Instrument rating on a AW139 can only renew their UK Part FCL IR(H) if:

- They hold a AW139 on their UK Part-FCL licence
- The test was conducted by a UK certified examiner with valid TRE(H) AW139, TRI AW139 and AW139 type rating (or SFE/SFI), and
- The proficiency check to revalidate/renew the Military Unrestricted Instrument Rating was conducted following the civilian IR test schedule set out in Appendix 9 to Part-FCL.

A check conducted solely under military rules cannot be accepted for this purpose.

It is possible to renew a Part-FCL IR (A) or (H) based on the validity of a military IR(A) or (H), without being required to retake the IR examinations after 7 years. E.g. The 7-year validity period, after which IR exams would normally be required, starts from the date of the last Military IR or Part-FCL IR.

## 6.5 Credits for Military Aircrew for MCC and A-UPRT

---

### 6.5.1 Flying Experience Credits

#### 6.5.1.1 Any QMP(A) or (H) with Op Category Military Multi-pilot

- Applicants will be fully credited with the MCC requirements.

#### 6.5.1.2 Any QMP(A) or (H) who holds, or has held, a Military Instrument Rating

- Applicants will be fully credited with the A-UPRT requirements.

## 6.6 Credits for the UK Part-FCL instructor certificates listed in GM1 FCL.900

---

Military aircrew instructors may use the credits within this section towards the issue of any instructor rating as listed in GM1 FCL.900 if they:

- Holds, or have held, a Central Flying School (CFS) B1 category or above.
- Holds a Part-FCL licence (except NPPL(A) or LAPL(H)).

### 6.6.1 Theoretical Knowledge Instruction Credits

#### 6.6.1.1 Military QFIs/QHIs who hold or have held a Central Flying School (CFS) B1 category or above

- Applicants may be credited the requirement to complete the full 100hr theoretical knowledge instruction course and tests as set out in FCL.930.FI (b) (2) where the content, hours, and duration of which shall be determined at the discretion of the Head of Training at an ATO in consideration of their flying instructional experience and types flown.

### 6.6.2 Teaching and Learning Credits

#### 6.6.2.1 All Military Aircrew who hold or have held a Central Flying School (CFS) B1 category or above

- Applicants will be credited the 25-hr teaching and learning training course requirement, as set out in FCL.920 and, FCL.930 for the relevant instructor rating as applicable, toward the issue of an instructor rating as listed in GM1 FCL.900.

### 6.6.3 Flying Experience Credits

Military aircrew instructors may use all relevant military instructional time, as logged in a UKAF logbook, toward the pre-requisite requirements for instructor ratings listed in GM1 FCL.900.

#### 6.6.3.1 Credits for the award of Restricted or Unrestricted FI(A)

- QFIs who are compliant with the prerequisite requirements for the application for a restricted FI(A) certificate are required to pass a specific pre-entry flight test in accordance with FCL.930.FI(a) with an FI qualified in accordance with FCL.905.FI(i) within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for class

and type ratings as set out in Appendix 9 to UK Regulation (EU) No. 1178/2011. Following a successful pre-entry flight test, QFIs are required to complete training at the discretion of the Head of Training at an ATO approved to conduct FI(A) courses.

- QFI applicants must pass an Assessment of Competence (AoC) for the issue of a Restricted FI(A) certificate on a class of single pilot single-engine aeroplane for which the QFI holds a valid class rating in their Part-FCL licence.
- QFI applicants who provide evidence that the experience requirements of FCL.910.FI(c) have been met previously using the instructor privileges on their military qualifications may have the Part-FCL instructor certificate issued without the privileges restricted.
- QMPs qualified on the Prefect T1 are credited the prerequisite requirement to have flown the 30-hour requirement of FCL.915.FI (b)(3) in Single Engine Piston aeroplanes. The requirement for at least 5 hours to have been completed during the 6 months preceding the pre-entry flight test set out in FCL.930.FI(a) is still required.
- QFI applicants who provide evidence that the experience requirements of FCL.910. FI(c) have been met previously in single pilot SET and/or SEP aeroplanes using the instructor privileges on their military qualifications may have the Part-FCL instructor certificate issued without the privileges restricted.

#### **6.6.3.2 Addition of Night/Aerobatics privileges to FI(A)**

- QFI applicants for a FI(A) certificate who hold a night or aerobatic rating on their Part-FCL licence may have the respective instructor privilege added to their flight instructor certificate by:
  - Demonstrating the ability to instruct for that rating during the assessment of competence; or
  - If not able to satisfy the above requirement at issue of the FI rating, meet the relevant requirements of Part-FCL.

#### **6.6.3.3 Credits for the award of CRI**

- QFI who are compliant with the prerequisite requirements for the application for a CRI certificate are required to complete training at the discretion of the Head of Training at an ATO approved to conduct CRI courses.
- QFI applicants must pass an Assessment of Competence (AoC) for the issue of a CRI certificate on a class of single pilot single-engine aeroplane for which the QFI holds a valid class rating in their Part-FCL licence.

#### **6.6.3.4 Credits for the award of Restricted or Unrestricted FI(H)**

- QHI (H) who are compliant with the pre-requisite requirements for the application for a restricted FI(H) certificate, are required to complete training at the discretion of the Head of Training at an ATO approved to conduct FI(H) Courses.
- QHI applicants must pass an assessment of competence for the issue of a restricted FI(H) certificate on a type of single pilot single-engine helicopter for which the QHI holds a valid type rating in their Part-FCL licence.
- QHI applicants who provide evidence that the experience requirements of FCL.910.FI(c) have been met previously using the instructor privileges on their military qualifications may have the Part-FCL instructor certificate issued without the privileges restricted.

### 6.6.3.5 Addition of night privileges to FI(H)

- QHI applicants for an FI(H) certificate who hold a night rating on their Part-FCL licence may have the instruction privilege added to their flight instructor rating by:
  - Demonstrating the ability to instruct for that rating during the assessment of competence; or
  - If not able to satisfy the above requirement at issue of the FI rating, meet the relevant requirements of Part-FCL.

### 6.6.3.6 Credits for award of TRI(A)/(H)

- Where a QFI or QHI holds or has held instructional privileges on a military type equivalent to the civil type rating for which a TRI(A) or TRI(H) certificate is sought, the applicant may be credited with a reduction in the required training. The extent of the credit shall be determined by the Head of Training at an ATO approved for TRI courses, based on documented evidence of military instructional experience and competency.
- The applicant must:
  - Hold a valid Part-FCL licence with the relevant civil type rating.
  - Provide evidence of military instructional privileges on the equivalent type.
  - Complete any bridging training deemed necessary by the ATO to ensure compliance with Part-FCL standards.

### 6.6.3.7 Credits for the FI(S) or BI(S) certificate

- QGI must hold a SPL beforehand to add an Instructor Certificate and have at least 50 hours as PIC on sailplanes for the BI(S) and 100 hours of flight time and 200 launches as PIC on sailplanes for the FI(S).
- QGI with a B2 Category who are compliant with the pre-requisite requirements for the application for a BI(S) certificate, are required to complete training at the discretion of the Head of Training at an ATO approved or a DTO who have declared or the Chief Flight Instructor (CFI) at a UK gliding club that can conduct BI(S) Courses.
- QGI with a B1 Category who are compliant with the pre-requisite requirements for the application for a restricted FI(S) certificate, are required to complete training at the discretion of the Head of Training at an ATO approved or a DTO who have declared or the Chief Flight Instructor (CFI) at a UK gliding club that can conduct FI(S) Courses.
- QGI with an A2 or A1 Category who are compliant with the pre-requisite requirements for the application for an unrestricted FI(S) certificate, are required to complete training at the discretion of the Head of Training at an ATO approved or a DTO who have declared or the Chief Flight Instructor (CFI) at a UK gliding club that can conduct FI(S) Courses.
- QGI applicants must pass an assessment of competence for the issue of an instructor certificate on their SPL.

## 6.7 Credits for the UK Part-FCL Aerobatics Rating

Graduates of Fast Jet Lead-In (FJLIN), Basic Flying Training (BFT), Basic Fast Jet Training (BFJT), Advanced Jet Training (AJT), FJ OCU or B1 QFI category on Tutor / Prefect or aerobatic equivalent who have received theoretical knowledge as specified in AMC No 1 to FCL.800 are to submit evidence for the award of the aerobatic rating to their licences.

## 6.8 Transfer of a Military Aircraft Class/Type rating to a Part-FCL Licence

---

A QMP who is qualified on a Military Class/Type which has a Part 21 civilian equivalent class or type, who is seeking to obtain the Class/Type rating for a Part-FCL licence shall meet all the requirements for the issue of the Part-FCL Class/Type rating for Aeroplanes or Helicopters as applicable, except for the credits stated.

Refer to: [UK Reg \(EU\) No. 1178/2011](#), Annex I, Subpart H for the full Type Rating for Aeroplanes or Helicopters as applicable.

QMP applicants may apply the credits below, towards satisfying the Part-FCL requirements.

### 6.8.1.1 Class/Type Rating Course Credits

- QMPs who are compliant with the prerequisite requirements for the application for the Class/Type rating are required to complete additional training to comply with the standard required for the skill test, as determined by the Head of Training at an ATO/DTO approved to conduct the applicable Class/Type rating course.
- QMP applicants must pass the Class/Type Rating theoretical knowledge examination and Skill Test for the issue of the applicable Class/Type rating.
- QMPs with Multi Engine Aircraft Type qualifications are deemed to have met the training requirements and are therefore not required to complete a training course prior to undertaking the Skill Test for the issue of a rating for multi-engine aeroplanes or Multi-engine helicopters as applicable.
- The skill test will be conducted by the holder of the appropriate Flight Examiner Certificate issued under Part-FCL.

## 6.9 Credits for the issue of an Instrument Meteorological Conditions (IMC) rating

---

### 6.9.1.1 QMP who has held Military Instrument Rating (A) within 10 years of application

- Applicants will be credited with the theoretical knowledge instruction course requirements for the IR(Restricted).
- Applicants are required to pass the theoretical written examination.
- Applicants will be credited in full the requirement to undergo a flight training course prior to undertaking the skill test for the issue of an IMC rating.

### 6.9.1.2 QMP who has held Military Instrument Rating (A) within 5 years of application

- Applicants will be credited with the theoretical knowledge instruction course requirements for the IMC rating.
- Applicants will be credited with a pass for the theoretical written examination.
- Applicants will be credited in full the requirement to undergo a flight training course prior to undertaking the skill test for the issue of an IMC rating.
- The validity periods for the issue of an IMC Rating are 12 months for the theoretical knowledge examination and 9 months for the Skill Test.

### **6.9.1.3 QMP who has passed a single-pilot Military IR(A) test in the 24 months preceding the date of application.**

- Applicants will be credited the requirement to complete the theoretical ground course
- Applicants will be credited with a pass for the theoretical written examination.
- Applicants be credited in full the requirement to undergo a flight training course.
- Applicants will be credited with a pass in the initial skill test for the issue of an IMC rating.
  - Note: The IMC rating will be valid for 25 months after the last day of the month in which the last military IR test was successfully passed.

### **6.9.1.4 QMP(H) currently holding a Military Instrument Rating (H)**

- Applicants may add an IMC rating to a Part-FCL (A) if all the following requirements are met:
  - Have not less than 50 hours as a pilot of aeroplanes, including 15 hours as PIC
  - Have received dual instruction in instrument flying in aeroplanes including not less than 5 hours flight time by sole reference to instruments gained in aeroplanes since the grant of a PPL(A)
  - Pass the initial skill test for the issue of an IMC rating in an aeroplane. The skill test is valid for 9 months.

## **6.10 Credits for the revalidation/ renewal of an Instrument Meteorological Conditions (IMC) rating**

---

An IMC rating may be revalidated/renewed for a further period by the CAA, on the basis of the most recent military single-pilot (IR(A)) flight test. Application for revalidation/renewal should be made to the CAA together with the current fee as per the Scheme of Charges.

## **6.11 Credits for the Night Rating**

---

A person with Military privileges for night will automatically be credited with the night rating.

## 7 How do I apply?

---

### 7.1 Overview

---

Any questions regarding credits and the accreditation scheme should be directed in the first instance to 22 Group at the following email [22Gp-DFT-MAAS@mod.gov.uk](mailto:22Gp-DFT-MAAS@mod.gov.uk) prior to contacting the CAA.

1. Regulations can be found on the CAA website [UK Civil Aviation Regulations](#).  
[UK Regulation \(EU\) No. 1178/2011 \(UK Aircrew Regulation\)](#).  
[UK Reg \(EU\) No 2018/1976 \(the UK Sailplanes Regulation\)](#)  
[Air Navigation Order 2016](#)
2. Applicants claiming Military Credits are required to complete [SRG 2133](#) in full with all applications. Guidance at Section 7.3 Guidance for completion of SRG2133.
3. Certified course completion and award certificates are an acceptable means of demonstrating compliance with the MAAS Credits.
4. Applicants for the NPPL(A) theoretical knowledge examinations will need to liaise directly with the nominated Flight or Ground Examiner.
5. Applicants for the Part-FCL (LAPL(/PPL(H) and PPL(A)) theoretical knowledge examinations are to use the eExams system through their chosen training organisation.
6. Application for the CPL or ATPL theoretical knowledge examinations are to use the [customer portal](#).
7. Further appropriately certified logbook entries can also be used to demonstrate qualification criteria and may include:
  - **Section 1** - Certificates of Qualification as Pilot. For type/class rating applications.
  - **Section 2** - Special Flying Qualifications and Renewals. For Instructor rating applications.
  - **Section 3** - Instrument Rating. For IR applications
  - **Section 4** - Record of Aviation Medical Training & Tests. For any medical matters.
  - **Section 5** - Hours and Sortie Records. For claims on individual dates, times and types. Some synthetic flying time may be held at Section 7.
  - **Section 6** – Periodic Summaries. For summarised records of combined number of hours on types. Sometimes, other detail can be summarised here to support a claim.
  - **Section 7** – Record of Flight Simulator Practices. For details on any synthetic training not covered in Section 5.

Details on the certification requirements of documentation can be found on SRG2133 and on the [Guidance on documentation](#).

8. Application for the NPPL(A) with SEP or TMG Class Rating(s) is to be made to the Light Aircraft Association (LAA). More information can be found on the LAA website: [Home | Light Aircraft Association](#)
9. Application for the NPPL(A) with Microlight Aeroplane Class Rating is to be made to the British Microlight Aircraft association (BMAA). More information can be found on the BMAA website: [The British Microlight Aircraft Association, Pilot Licensing](#)

## 7.2 Licence fees and costs

---

Information on licence fees and costs can be found here: [Licence fees and costs | Civil Aviation Authority \(caa.co.uk\)](#).

## 7.3 Guidance for completion of SRG2133

---

The following definitions are included to highlight differences between Military and Civil Aircrew Regulation terminology. It is important that Military Aircrew acquaint themselves with the differences and follow this guidance to complete SRG2133 correctly.

### MAA RA2401(3)

**P1 & P2.** When a pilot is the Aircraft Commander, the whole period of the flight will be recorded, where appropriate in the 'Captain' column, in addition to the entry in the '1<sup>st</sup> Pilot' column. Other pilots, when fully qualified on type, will log '1<sup>st</sup> Pilot' time for that part of the flight spent in charge of the flying controls unless specified below or in ADH or AM(MF) orders. The '2<sup>nd</sup> Pilot' column in the Flying Logbook will be used where present and as appropriate.

**Dual.** All flying carried out either by a student pilot or a qualified pilot operating an Aircraft fitted with dual controls and under the instruction / direct supervision of a qualified aircrew instructor will be recorded as 'Dual'. Pilots flying with an Instrument Rating Examiner (IRE) / Instrument Rating Instructor (IRI) when undertaking an Instrument Rating Test will record the flying hours as 'Dual' unless the IRE / IRI does not occupy a pilot's seat during the sortie. Any flying carried out by a qualified Test Pilot, but not qualified on type, operating an Aircraft fitted with dual controls and under the direct supervision of a pilot qualified on type will be recorded as 'Dual'.

**Flight Time.** Flying times will normally be calculated from the time of take-off to the time of landing.

## CAA UK Aircrew Regulation

**PIC.** 'Pilot-in-command' (PIC) is the pilot designated as being in command and charged with the safe conduct of the flight.

**PICUS.** 'Pilot-in-command under supervision' (PICUS) is a co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command.

**Co-Pilot.** 'Co-pilot' is a pilot operating other than as pilot-in-command, on an aircraft for which more than one pilot is required but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating.

**Dual.** 'Dual instruction time' is flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor.

**Solo.** 'Solo flight time' is flight time during which a student pilot is the sole occupant of an aircraft.

### Flight Time:

- **Aeroplanes.** The total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.
- **Helicopters.** The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.

### Completion notes for SRG2133.

<b>CAA Reference number</b>	If you do not yet have a reference number or licence number, leave blank.
<b>Length of flying service</b>	From: Your start of flying training date, Day 1 of MAGS or equivalent. To: 'Present' or date your service terminated
<b>Licence / Rating selection</b>	Please tick all boxes for the license, rating and/or certificate you are applying for. E.g. FRTOL, CPL(A) and IR(A) If you intend to apply for a CPL(A) with IR(A).  This form can be submitted more than once should you wish to apply for additional ratings later or become eligible for further credits in the future.
<b>Current Training Levels</b>	Tick all elements that apply and date(s) of confirmation sortie(s). E.g. A QMP(A) with Op Category Multi-pilot may select: EFTG, QMP (Aeroplanes), and Operational Category Military Multi-pilot aircraft.

'Op Category Other' is for QMPs with an operational category on a single-pilot aircraft only.

<b>Hours Breakdown General Guidance</b>	When 'converting' logbook hours recorded iaw MAA RAA to flight time iaw UK CAA regulation you must not add taxi [ <i>sic</i> ] time. Ensure hours are entered into the correct column, e.g. Aeroplane into Aeroplane column. Ensure hours are recorded in HH:MM format.
<b>Pilot in Command (day)</b>	This shall be taken from the Captain column of your logbook for day sorties.
<b>Co-Pilot (day)</b>	This shall be the result of: 1 <sup>st</sup> Pilot (day) plus any 2 <sup>nd</sup> Pilot (day) hours; minus Captain hours (day).
<b>Dual (day)</b>	This shall be taken from the Dual column of your logbook for day sorties.
<b>Instrument (day)</b>	This shall be the result of: IF Simulated (day) plus IF Actual (day)
<b>Pilot in Command (night)</b>	This shall be taken from the Captain column of your logbook for night sorties.
<b>Co-Pilot (night)</b>	This shall be the result of: 1 <sup>st</sup> Pilot (night) plus any 2 <sup>nd</sup> Pilot (night) hours; minus Captain hours (night).
<b>Dual (night)</b>	This shall be taken from the Dual column of your logbook for night sorties.
<b>Instrument (night)</b>	This shall be the result of: IF Simulated (night) plus IF Actual (night)
<b>Pilot-in-command (Total)</b>	This shall be the result of adding up Pilot in command (day) plus Pilot in command (night).
<b>Total Hours Flown (Total)</b>	This shall be the result of adding up the following entries from the table. Pilot in command (day) plus Co-Pilot (day) plus Dual (day) plus Pilot in command (night) plus Co-Pilot (night) plus Dual (night). This should equal your total hours flown as per your logbook.
<b>Hours multi-engine (Total)</b>	This shall be taken from total hours flown as per your logbook for all multi-engine aeroplanes and/or helicopters, entered into the appropriate column.
<b>Hours multi-pilot (Total)</b>	This shall be taken from total hours flown as per your logbook for all flights conducted as a 'multi-pilot operations'. Ensure hours claimed align with Section 4.5.2 or 5.4.2 as appropriate.

<b>Hours cross country (Total)</b>	This shall be taken from total hours flown as per your logbook for all flights that meet the definition of a 'cross country' flight; 'Cross-country' means a flight between a point of departure and a point of arrival following a pre-planned route, using standard navigation procedures.
<b>Instructional Hours (Total)</b>	This shall be the total of all instructional hours flown as per your logbook. If applying for an unrestricted FI rating the applicant must use the 'Supporting Comments' box on SRG2133 to list their instructional hours detail to show they have met FCL.910.FI (C) and annotated logbook evidence must be supplied.
<b>Declarations</b>	<p>If the applicant has been credited all training courses for the credit, they are applying for then no further input is required by an ATO/DTO. In which case, this form may be signed by just the Commanding Officer, Flight Commander or Training Officer. The individual must be at least OF3 and at least one rank higher than the applicant.</p> <p>If further training courses are required, then an ATO or DTO must also sign the 'Declaration from The Training Organisation' section.</p> <p>E.g. If a QMP is credited the need for the theoretical course and just wishes to sit examinations, they may submit this form directly to the CAA with only the military declaration completed. The applicant would then submit a further SRG2133 when they seek to open a Part-FCL licence on completion of aircraft training / testing.</p>
<b>Submission</b>	When submitting SRG2133 to the address/email listed on SRG2133 applicants must remember to submit certified documents as per Section 7.1.