

Differences Training to Add SEP Rating to a Microlight NPPL

I now have everything in place to offer differences training to add the SEP rating to an NPPL microlight licence. Training can take place in my Eurostar, which is a Group A aircraft, which the CAA have confirmed can be used, and it is insured for training. It has an attitude indicator and a turn co-ordinator, which some may not have used before. The cost will be £160 an hour, plus any landing fees incurred. It's not possible to give an exact statement of the number of hours needed, as it depends on the individual and their experience, but in general it is likely to be in the region of four hours. Please note the limitations imposed by my insurance at note 1 below.

The requirements, as stated by the CAA, are as follows:

1. Complete log book entries covering the training.
2. Theoretical knowledge training on the following subjects (see note 1 below):
 - a. Air Law
 - b. Operational Procedures
 - c. Principles of Flight
 - d. Flight Performance and Planning
 - e. Aircraft general Knowledge
3. Differences training includes flight training on the following exercises (see note 2):
 - a. Ex 10a. Slow flight
 - b. Ex 10b. Stalling
 - c. Ex 11. Spin avoidance
 - d. Ex 12/13. Emergencies
 - e. Ex 16. Forced landing without power and partial power loss
 - f. Ex 17. Precautionary landings
 - g. Ex 18b. Navigation problems at lower level and in reduced visibility

Note 1: as specified by my insurers, pilots training in my aircraft must have at least 50 hours logged (PIC and PUT), and must have had no claims within the last five years.

Note 2: There are no actual exams required, so the theoretical part will be covered by me asking questions about the above subjects informally, based on the part of the subjects relevant to the PPL syllabus (i.e. to bigger GA aircraft). I have books available for loan.

Note 3: Some of these exercises will be combined into a single flight. Partial power loss is a new topic that is coming in for all revalidations and new training.

I am also in discussion with the University of Hertfordshire, in Hatfield, to use their Alsim flight simulator. Assuming I am successful and subject to availability, I can offer an hour in that simulator, which represents (very accurately) a GA aircraft such as a Cessna 172. It includes control yokes, plus carb heat and mixture controls, as well as greater inertia (with force feedback) and different instruments. The price will be £100 for the hour. You won't be able to log this as the simulator is not certified, but it will give a great insight into flying larger aircraft.

Flying PA-28, C152/172 in practice

You should recognise that having the rating to be able to fly heavier aircraft does not mean you have the skills to do so. They are quite different to fly than a microlight aircraft (or my Eurostar) – heavier, more inertia, different speeds and instruments and possibly a different engine and controls. If you decide to exercise the privileges of the rating, you will normally be required to do some training and have a check flight with an instructor before being let loose on your own. This may take several hours, more than for someone who has flown larger aircraft before if you've followed this route to the rating (stating the obvious here). If you join a syndicate, you will normally be required to fly with an instructor nominated by the syndicate. If they don't have a specific instructor, then I can fly with you, depending on the type.

Costs

For clarity, the total costs of getting the SEP rating added to your microlight NPPL are:

Training in Eurostar (assume 4 hours @ £160ph, but may vary) =	£640
One hour in flight simulator (optional, and if available)	£100
LAA + CAA charges to add rating (LAA £79.20, CAA £53)	<u>£132.20</u>
Total	£872.20
Revalidation every two years	£0 above your usual revalidation cost

NPPL SEP Privileges

If you have a licence issued in accordance with the Air Navigation Order (ANO), such as the NPPL(A) which has a valid simple single engine aeroplane (SEP) class rating, you can fly both Part 21 and non-Part 21 single engine piston aeroplanes but there is a limitation on maximum take-off mass of the Part 21 aeroplane. This is limited to a MTOM of 2 tonnes (2,000kg) and with no more than four persons on board. Here, the word aeroplane excludes helicopters, gyrocopters, sailplanes (TMG) and high-performance aircraft. It includes microlights and most permit aircraft.

Revalidation

Under the new regulations, **all licences** can now be revalidated following one hour's training **in any three-axis aircraft (including microlights)** with an instructor, provided the necessary hours have been flown and the instructor is satisfied with pilot's standard of flying. Note that the revalidation flight is not a test, and the 'satisfied with' part would only apply if the instructor has a serious concern about the pilot's ability to fly safely. For the NPPL, the flight can be split into two shorter flights, and the licence signed by anyone with an *R Examiner* certificate. Nothing needs to be sent to the CAA. For both NPPL Microlight and SEP ratings, and for a PPL SEP, I can fly with you and sign the forms and log book. For a PPL, an instructor with FCL.945 privileges (including me) must sign both the licence and the form that is sent to the CAA, and must also be the instructor who has conducted the training flight. The training flight may now be carried out at any time during the two years.

The requirement for hours flown during the previous two years has changed slightly for all licences, including PPL:

1. You must have flown a total of not less than twelve hours, plus the hour with an instructor. However, six of these may now have been in the first year. Flight in **any type** of three-axis aircraft can be counted, and the flight with an instructor may also take place in **any aircraft**, including a microlight. This means that microlight hours can be used both to maintain currency and to revalidate, so there is no extra cost or hassle needed to keep up whatever licence and ratings you have.
2. At least eight hours of the above must have been as pilot in command (the rest of course must be as PUT, as passenger hours don't count).
3. You must have made at least 12 take-offs and landings as pilot in command.
4. All of the above, including the flight(s) with an instructor, must be completed within two years of the last revalidation date. Even one day beyond this date will require a test with an examiner to renew the rating or licence. Please note that I am not an examiner, so a SEP rating on either an NPPL or PPL that expires will require a GST with an appropriate examiner. It isn't clear what will be required if multiple ratings (e.g. microlight and SEP) expire.

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November 2025

Disclaimer: I have made every attempt to present accurate, researched details, but the information in this document is provided as is, and I do not guarantee that it is accurate or up to date.