

# TRAINING ON MICROLIGHTS

The LAA's Pilot Coaching Scheme also caters for microlight pilots, on both fixed and flex wing aircraft, reports Jon Cooke, PCS Chairman

*'Your microlight does not have to be on a LAA Permit to benefit, you just have to be a member of the LAA'*

JON COOKE



## AS a microlight owner, you might ask, "What does the Pilot Coaching Scheme offer microlight pilots?"

Well, you may not be aware that the PCS is available to all microlight pilots who are LAA members, and most of the coaches have significant experience on three-axis microlights, with a few coaches also with instructing experience on flexwings. Additionally, your microlight does not have to be on a LAA Permit to Fly to benefit from the Pilot Coaching Scheme, you just have to be a LAA member.

The same courses are available to owners of microlights as to owners of SEP/SSEA classes. Courses available via the Pilot Coaching Scheme are type conversions, tail wheel conversions, strip flying diploma, and differences training.

### REVALIDATING YOUR NPPL(M)

Rules introduced in January 2008 changed the revalidation requirements for NPPL(M) holders. You are now required to comply with the same regulations as NPPL(SSEA).

To revalidate your licence, you will require one hour with an instructor in the final twelve months of the (usually two years but see Transition arrangements below) validity period, in addition to flying a minimum six hours in the final twelve months.

Transition arrangements require NPPL(M)

holders to revalidate within the period 01 February 2008 to 30 June 2009. You will be revalidated into the new system, and your revalidation will then become 24 monthly.

In addition to being able to provide the one hour with an instructor required for revalidation, all PCS coaches are Revalidation Examiners. This means that they are permitted to sign your licence and log book, and complete all necessary paperwork for revalidation of your licence.

The exception to the new system will be holders of the old style national PPL(D), who will still be required to log a minimum five hours within 13 months for revalidation. Again, your coach can sign the paperwork in order to revalidate your licence.

Whether you hold an old style national licence, a NPPL(M), or JAR-PPL with microlight privileges, the PCS can help!

These details are as amended by the Air Navigation Order and detailed in AIC 30/2008, available on the NPPL website, [www.nppl.uk.com](http://www.nppl.uk.com)

### COURSES ON MICROLIGHTS

If you are considering buying a microlight, and require type conversion or differences training in order to validate your JAR-PPL(SEP) rating for flying microlights, then the LAA Pilot Coaching Scheme can provide a coach to conduct the training to allow you to do this. The coaching scheme is unique

to the Light Aircraft Association, and we recommend members utilise the PCS to complete training such as this.

### NPPL(M) TO NPPL(SSEA)

The CAA has recently given approval for the Light Aircraft Association to operate as a Registered Training Facility. This means that we will, in the future, be able to offer conversion training from NPPL(M) to NPPL(SSEA).

This is going to be at specified locations around the UK to begin with, until agreement has been reached at more locations.

### PCS COMMITMENT

The Pilot Coaching Scheme is committed to promotion of good airmanship and improvement of standards within General Aviation, and has as one of its goals the 'encouragement and training of recreational pilot skills'.

This includes all aircraft within the remit of the Light Aircraft Association, and we are working on improving current offerings to better match the requirements of our members.

### CONTACTS

Find your nearest coach on the LAA website, by calling the LAA office or see page 58.  
LAA HQ: 01280 846 786  
W: [www.laa.uk.com](http://www.laa.uk.com)