

Supplementary Amendment

CAP 2254 Military Aircrew Accreditation Scheme



Safety and Airspace Regulation Group

Flight Operations

Number 2025/01 (Version 1)

Issued: 5 March 2025

Effective Date: 5 March 2025

Amendment to credits available for the issue of a UK Part-FCL LAPL, PPL, CPL or ATPL and a CRI or FI rating.

1 Introduction

- 1.1 The purpose of this Supplementary Amendment (SA) is to amend the credits available towards the issue of a UK Part-FCL LAPL or PPL, to clarify certain credits available towards the issue of a CPL, and to provide credit towards the ATPL theoretical knowledge examinations for the issue of a UK Part-FCL ATPL, for UK military aircrew who are eligible for credits under the Military Aircrew Accreditation Scheme (MAAS).
- 1.2 Additionally, to amend the criteria to obtain a FI (A) rating, to provide credit towards the 30 hours on a SEP for QMPs qualified on the Prefect T1, and to provide credit towards the CRI flight training course.
- 1.3 This document supports Article 10 of the UK Aircrew Regulation (UK Regulation (EU) No. 1178/2011), by providing credit for pilot licences obtained during United Kingdom military service.
- 1.4 The requirements contained herein relate only to those who are Service and ex-Service Personnel of the UK Armed Forces (UKAF) who wish to obtain a civilian licence (specifically a LAPL(A and/or H), PPL(A and/or H), CPL(A and/or H) or ATPL (A and/or H), or FI(A)/ CRI(A) rating.
- 1.5 The terms and abbreviations contained within this document are sourced, primarily, from the UK Aircrew Regulation (UK Regulation (EU) No. 1778/2011) and CAP 2254.

2 Background

- 2.1 The current MAAS provides credit towards the theoretical knowledge course and flight training requirements for the issue of a UK Part-FCL licence for Qualified Military Pilots (QMP) for Aeroplane and Helicopters.
- 2.2 Prior to the UK joining the European Union Aviation Safety Agency (EASA), the MAAS granted credit to QMPs towards theoretical knowledge examinations, these were not carried forward into the requirements of Commission Regulation (EU) No. 1178/2011. This was to ensure harmonisation with other EASA Member States.

- 2.3 The UK left the European Union (EU) on 31 January 2020, with a transitional period in place until 31 December 2022, as of 1 January 2021 the CAA returned to being an independent regulator.
- 2.4 As such the MAAS has been reviewed and a decision made to provide credits towards the theoretical knowledge examinations for the issue of a UK Part- FCL LAPL, PPL, and ATPL, in addition to the theoretical knowledge and flight training course credits currently available.
- 2.5 Additionally, after feedback received in relation to the FI(A) and CRI sections these have also been reviewed and amended.

3 Amendment to CAP 2254

- 3.1 With effect from 5 March 2025, CAP 2254 is amended as shown in Appendix A and B. These changes will be incorporated into CAP 2254 in due course.

4 Queries

- 4.1 Any queries or further guidance required on the content of this Supplementary Amendment (SA) should be addressed to:

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5 Cancellation

- 5.1 This SA shall remain in force until incorporated into CAP 2254 or it is cancelled, suspended or amended.

CAP 2254 Appendix A

Editorial Note. The text **below** is intended to replace the 'Credits available for EFTGs and QMP(A)s for a LAPL(A) or PPL(A)' section in Chapter 2.

APPENDIX A

2.1 Credits available for EFTGs and QMP(A)s for a LAPL(A) or PPL(A)

(a) with at least 100 hours of flight time as a pilot on the relevant aircraft category

EFTGs or QMP(A)s will meet all of the requirements for the issue of a Part-FCL LAPL(A) or PPL(A) for aeroplanes, as applicable.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart B for the LAPL (A) requirements, or

UK Reg (EU) No. 1178/2011, Annex I, Subpart C for the PPL (A) requirements.

EFTG or QMP(A)s applicants with at least 100 hours of flight time as a pilot on the relevant aircraft category may apply the credits below, towards satisfying the Part-FCL requirements.

Theoretical Knowledge Credits

All Military Aircrew who have completed MAGS or legacy ground school, and have at least 100 hours of flight time as a pilot on the relevant aircraft category are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.115 or FCL.210, as applicable, prior to attempting the theoretical knowledge examinations for the LAPL(A) (FCL.120) or PPL(A) (FCL.215), as applicable.

Written examinations in Air Law and Aircraft General Knowledge (Aeroplanes) must be passed.

Flying Experience Credits

EFTGs or QMP(A)s with at least 100 hours of flight time as a pilot on the relevant aircraft category are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a LAPL(A) or PPL(A), as appropriate.

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 (or experience for endorsement on a LAPL(A)) 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:

- an appropriate single pilot single-engine class military aeroplane, suitably equipped for the purpose, which has a Part 21 civilian equivalent class, or

- an appropriate single pilot single-engine class civilian aeroplane following training to the satisfaction of the Head of Training at an ATO or DTO.

EFTGs, BFJT and BFT graduates 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.

Further advice can be sought through the various Service Flying Clubs on the credits for LAPL(A) and PPL(A).

2.1 Credits available for EFTGs and QMP(A)s for a LAPL(A) or PPL(A)

(b) with less than 100 hours of flight time as a pilot on the relevant aircraft category:

EFTGs or QMP(A)s will meet all of the requirements for the issue of a Part-FCL LAPL(A) or PPL(A) for aeroplanes, as applicable.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart B for the LAPL (A) requirements, or

UK Reg (EU) No. 1178/2011, Annex I, Subpart C for the PPL (A) requirements.

EFTG or QMP(A)s applicants with less than 100 hours of flight time as a pilot on the relevant aircraft category. (providing that they have a minimum of 10 hours logged as PIC/P1 Captain or PICUS/1st Pilot Non-Captain). may apply the credits below, towards satisfying the Part-FCL requirements.

Theoretical Knowledge Credits

All Military Aircrew who have completed MAGS or legacy ground school, are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.115 or FCL.210, as applicable, prior to attempting the theoretical knowledge examinations for the LAPL(A) (FCL.120) or PPL(A) (FCL.215), as applicable.

All theoretical knowledge examinations applicable to the category of aircraft must be passed, unless eligible for credits under Appendix 1 to UK Part-FCL.

Flying Experience Credits

EFTGs or QMP(A)s with less than 100 hours of flight time as a pilot on the relevant aircraft category. that meet the minimum of 10 hours logged as PIC/P1 Captain or PICUS/1st Pilot Non-Captain are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a LAPL(A) or PPL(A), as appropriate.

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 (or experience for endorsement on a LAPL(A)) 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:

- an appropriate single pilot single-engine class military aeroplane, suitably equipped for the purpose, which has a Part 21 civilian equivalent class, or
- an appropriate single pilot single-engine class civilian aeroplane following training to the satisfaction of the Head of Training at an ATO or DTO.

EFTGs, BFJT and BFT graduates 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.

Further advice can be sought through the various Service Flying Clubs on the credits for LAPL(A) and PPL(A)

Editorial Note. The text **below** is intended to replace the 'Credits available for SERPs or QMP(H)s for a LAPL(H) or PPL(H)' section in Chapter 3.

3.1 Credits available for SERPs and QMP(H)s for a LAPL(H) or PPL(H)

(a) with at least 100 hours of flight time as a pilot on the relevant aircraft category

SERPs or QMP(H)s shall meet all the requirements for the issue of a Part-FCL LAPL(H) or PPL(H) for helicopters, as applicable.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart B for the LAPL (H) requirements, or

UK Reg (EU) No. 1178/2011, Annex I, Subpart C for the PPL (H) requirements.

SERP or QMP(H) applicants with at least 100 hours of flight time as a pilot on the relevant aircraft category may apply the credits below, towards satisfying the Part-FCL requirements.

Theoretical Knowledge Credits

SERPs or QMP(H)s who have at least 100 hours of flight time as a pilot on the relevant aircraft category are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.115 or FCL.210, as applicable, prior to attempting the theoretical knowledge examinations for the LAPL(H) (FCL.120) or PPL(H) (FCL.215), as applicable.

Written examinations in Air Law and Aircraft General Knowledge (Helicopters) must be passed.

Flying Experience Credits

SERPs or QMP(H)s with at least 100 hours of flight time as a pilot on the relevant aircraft category are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a LAPL(H) or PPL(H), as appropriate.

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.

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

- a single pilot single-engine type of military helicopter on which the graduate completed the Single Engine Rotary Training Course, suitably equipped for the purpose, which has a Part 21 civilian equivalent type; or
- an appropriate single pilot single-engine type of civilian helicopter for which the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence, except the type rating skill test.

3.1 Credits available for SERPs and QMP(H)s for a LAPL(H) or PPL(H)

(b) with less than 100 hours of flight time as a pilot on the relevant aircraft category

SERPs or QMP(H)s shall meet all the requirements for the issue of a Part-FCL LAPL(H) or PPL(H) for helicopters, as applicable.

Refer to:

UK Reg (EU) No. 1178/2011, Annex I, Subpart B for the LAPL (H) requirements, or

UK Reg (EU) No. 1178/2011, Annex I, Subpart C for the PPL (H) requirements.

SERP or QMP(H) applicants with less than 100 hours of flight time as a pilot on the relevant aircraft category. (providing that they have a minimum of 10 hours logged as PIC/P1 Captain or PICUS/1st Pilot Non-Captain). may apply the credits below, towards satisfying the Part- FCL requirements.

Theoretical Knowledge Credits

SERPs or QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.115 or FCL.210, as applicable, prior to attempting the theoretical knowledge examinations for the LAPL(H) (FCL.120) or PPL(H) (FCL.215), as applicable.

All theoretical knowledge examinations applicable to the category of aircraft must be passed, unless eligible for credits under Appendix 1 to UK Part-FCL.

Flying Experience Credits

SERPs or QMP(H)s with less than 100 hours of flight time as a pilot on the relevant aircraft category, that meet the minimum of 10 hours logged as PIC/P1 Captain or PICUS/1st Pilot non-Captain are given full credit as regards the requirement to undergo a training course prior to undertaking the skill test for the issue of a LAPL(H) or PPL(H), as appropriate.

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.

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

- a single pilot single-engine type of military helicopter on which the graduate completed the Single Engine Rotary Training Course, suitably equipped for the purpose, which has a Part 21 civilian equivalent type; or
- an appropriate single pilot single-engine type of civilian helicopter for which the applicant has completed the Part-FCL requirements for inclusion of that type in a Part-FCL licence, except the type rating skill test.

Editorial Note. The text **below** is intended to replace the 'Theoretical Knowledge Credits' subsection in the 'Credits available for QMP(A)s who hold or have held an Operational Category to operate military multi-pilot aircraft for an ATPL(A)' in Section 2.

Theoretical knowledge credits

QMP(A)s who hold or have held an Operational Category and Unrestricted Military Green IR (Aeroplanes) are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.515 and Appendix 3, paragraph B prior to attempting the theoretical knowledge examinations for the ATPL(A).

Credit is also given towards the theoretical knowledge requirements in the following subjects:

- Meteorology
- General Navigation
- VFR Communications
- IFR Communications

Editorial Note. The text **below** is intended to replace the 'Theoretical Knowledge Credits' subsection in the 'Credits available for QMP(H)s who hold or have held an Operational Category to operate military multi-pilot helicopters for an ATPL(H) and IR(H)' in Section 3.

Theoretical knowledge credits

QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.515 and Appendix 3, paragraph F, and FCL.615, prior to attempting the theoretical knowledge examinations for the ATPL(H) with IR.

Credit is also given towards the theoretical knowledge requirements in the following subjects:

- Meteorology
- General Navigation
- VFR Communications
- IFR Communications

Editorial Note. The text **below** is intended to replace the 'Theoretical Knowledge Credits' subsection contained within the 'Credits available for QMP(H)s who hold or have held an Operational Category to operate military multi-pilot helicopters for an ATPL(H) VFR in Section 3.

Theoretical knowledge credits

QMP(H)s are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.515 and Appendix 3, paragraph F, and FCL.615, prior to attempting the theoretical knowledge examinations for the ATPL(H).

Credit is also given towards the theoretical knowledge requirements in the following subjects:

- Meteorology
- General Navigation
- VFR Communications
- IFR Communications

CAP 2254 Appendix B

Editorial Note. The text **below** is intended to replace the current text in the published CAP in the following sections.

2.12 Credits available for QFIs for a Restricted FI(A)

QFIs shall meet all the requirements for the addition of a Part-FCL FI(A) certificate to a Part-FCL licence for aeroplanes.

Refer to: UK Reg (EU) No. 1178/2011, Annex I, Subpart J for the Flight Instructor certificate (FI(A)) requirements.

QFI applicants may apply the credits below, towards satisfying the Part-FCL requirements if they:

- hold a Part-FCL licence (except a LAPL(A))
- have been awarded an instructor category (or have been assessed as Competent to Instruct) as a QFI on single pilot aeroplanes.

Note: Any request for clarification would require the ATO to contact the relevant ATO Inspector for guidance.

Theoretical Knowledge Credits

QFIs are credited the requirement to complete a theoretical knowledge instruction course as set out in FCL.315 and Appendix 3, prior to attempting the theoretical knowledge examinations for the CPL(A).

Teaching and Learning Credits

QFIs are credited with the 25-hour teaching and learning training course requirement, as set out in FCL.930 of the relevant instructor certificate, toward the issue of any Part- FCL instructor certificate.

Flying Course Credits

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

QMPs qualified on the Prefect T1 are credited the pre-requisite 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.

Addition of Night/Aerobatics privileges

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.

2.13 Credits available for QFIs for a Class Rating Instructor (CRI)

Flying course credits

QFIs who are compliant with the prerequisite requirements for the application for a CRI(A) certificate are required to complete training at the discretion of the Head of Training at an ATO approved to conduct CRI(A) 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.

Editorial Note. The text **below** is intended to replace the current text in the published manual in the following sections.

2.4 Credits available for SERP graduates and QMP(H)s for a CPL(A)

SERP graduates and QMP(H)s shall meet all of the requirements for the issue of a Part-FCL CPL(A) for aeroplanes.

Refer to: UK Reg (EU) No. 1178/2011, Annex I, Subpart D for the CPL(A) requirements.

SERP graduate and QMP(H) applicants may apply the credits below, towards satisfying the Part-FCL requirements for a CPL(A).

Flying Experience Credits

SERP graduates and QMP(H)s with experience as PIC on helicopters shall be credited with up to the amount specified below towards the 200 hours total flight time required for licence application only:

SERP graduates – 30 hours, if the applicant meets the requirements for the PPL(H)
QMP(H)s – 100 hours, if the applicant meets the requirements for the CPL(H)

Note: Hours completed as PIC in a helicopter cannot be counted towards the pre-requisite flight time required prior to the start of the CPL(A) modular course (for example the 50 hours as PIC on aeroplanes), or the individual experience requirements for the issue of a CPL(A) (for example the 100 hours as PIC on aeroplanes).

3.3 Credits available for EFTGs and QMP(A)s for a CPL(H)

EFTGs and QMP(A)s shall meet all of the requirements for the issue of a Part-FCL CPL(H) for aeroplanes.

Refer to: UK Reg (EU) No. 1178/2011, Annex I, Subpart D for the CPL(H) requirements.

EFTG and QMP(A) applicants may apply the credits below, towards satisfying the Part-FCL requirements for a CPL(H).

Flying Experience Credits

EFTGs and QMP(A)s with experience as PIC on aeroplanes shall be credited with up to the amount specified below towards the 185 hours total flight time required for licence application only:

EFTGs – 20 hours, if the applicant meets the requirements for the PPL(A)

QMP(A)s – 50 hours, if the applicant meets the requirements for the CPL(A)

Note: Hours completed as PIC in an aeroplane cannot be counted towards the prerequisite flight time required prior to the start of the CPL(H) modular course (for example the 50 hours as PIC on helicopters), or the individual experience requirements for the issue of a CPL(H) (for example the 50 hours as PIC on helicopters).