

British Microlighting

Together we promote the freedom of flying microlights

Instructor Course Syllabus and Guide

In partnership with

AON

AON PLC (NYSE: AON) exists to shape decisions for the better — to protect and enrich the lives of people around the world. Through actionable analytic insight, globally integrated Risk Capital and Human Capital expertise, and locally relevant solutions, our colleagues provide clients in over 120 countries with the clarity and confidence to make better risk and people decisions that help protect and grow their businesses.

ISBN: 978-1-84336-371-2, First Edition Nov. 2026.

POOLEYS

British Microlighting
www.bmaa.org

Foreword

Instructors are central to the safety, competence and future of microlight flying. They do far more than teach a syllabus: through their knowledge, experience, judgement, example and encouragement, they shape the attitudes and habits that students will carry throughout their flying lives.

This guide has been produced to support the instructor community by providing a clear, consistent foundation for the delivery of FI(R) training and for Instructors at all levels. It brings together the course syllabus with practical guidance on briefing, demonstration, student practice, common errors, debriefing and the professional responsibilities of the instructor. In doing so, it promotes a shared standard while recognising that effective instruction must always be adapted to the student, the aircraft and the operating environment.

For prospective instructors, it provides a structured route into a demanding and rewarding role. For experienced instructors, it offers a valuable reference for maintaining standards, refreshing teaching techniques, mentoring colleagues and preparing for tests or assessments. Used actively, it can help flying schools and instructors deliver training that is coherent, progressive and focused on developing safe, confident and capable pilots.

No guide can replace sound judgement, current knowledge or thoughtful supervision. It should therefore be used alongside the applicable requirements, aircraft documentation and the experience available across the instructor community. By using the guidance in this document consistently and sharing good practice, instructors can strengthen training standards and make an enduring contribution to the safety and vitality of microlight aviation.

Thank you to our working group who made this happen and the continued work of the Panel of Examiners whose input and experience over the years had made this guide possible.



CEO – BMAA

Owain Johns



Chair, Panel of Examiners

Fiona Luckhurst



Introduction

This document's primary purpose is for guidance and standardisation for the running of FI(R) instructor courses.

It has been developed during a time of transition in the sport to introduce heavier and more complex aircraft types and the need for this to be addressed in training exercises and guidance.

It contains, not only the content of, but also extensive guidance for the delivery of pre-flight briefings, flight lesson sequences, common errors and hints and tips.

It is hoped that it will also provide a useful resource for existing instructors, not only to refresh their techniques, but also an aid in the preparation for instructor tests.

For the Prospective FI(R)

You are about to embark on an important and exciting new aspect of your flying career; that of teaching others to fly, which can lead to a very rewarding and enjoyable future career.

Before taking this major step forward it is essential to understand the very great commitment you are making.

In your hands will be the lives of future pilots and their passengers.

The purpose of the Flying Instructor (Restricted) Course (FIRC) is to equip you with the basic skills and knowledge necessary to instruct NPPL (A) Microlight students under the supervision of a Flying Instructor.

There are no short cuts to competence. The course is demanding in terms of both time and effort.

As a Flying Instructor (Restricted) FI(R) you will have the responsibility of inspiring the trust and confidence of your students.

That trust demands both a moral and legal obligation you must meet on each and every occasion.

FI(R) Course Pre-entry Requirements

Prior to starting a FIRC you must show compliance with the following:

1. Hold a licence that includes a valid microlight class rating with no operational restrictions or a valid SEP class rating with microlight differences training.
2. Have held a valid SEP or microlight class rating for at least 8 months.
3. Have a minimum of 100 hours as PIC of aircraft of which 5 hours are on microlight aircraft including 5 hours as PIC on the control type to be used on the course.
4. Pass a flight test and written exam.

The purpose of the pre-entry tests is to ensure that you have maintained a level of knowledge, standard of flying skills and airmanship at least equal to that of a fairly experienced licence holder before commencing a FIRC.

It is recommended that these tests are taken prior to confirming a booking to attend a FIRC, however, they do have to be passed in the 6 months immediately preceding the course commencement date.

Minimum Requirements for the Content of a FI(R) Course

- The minimum training requirement comprises of not less than 40 hours ground school and 15 hours flying training conducted by a Microlight FICI at an approved Flying Training Organisation.
- On completion of training the Candidate must pass a FI(R) Certificate Flight Test and Ground Exam conducted by a Microlight FIE.

NOTE: *It should be appreciated that the above requirements are the minimum number of hours that must be completed by a student instructor to meet the required standard. The course may often need to go beyond the minimum requirements, which should be taken into account when planning the course.*

SYLLABUS FOR THE MICROLIGHT FI (R) COURSE OF FLIGHT TRAINING

GENERAL INFORMATION 7
INTRODUCTION – Instructor Familiarisation 17
GUIDANCE – Teaching and Training 12

Phase ONE

Ex. 1 Air Experience – The First Lesson 21
Ex. 2 Aircraft Familiarisation 25
Ex. 3 Preparation for Flight and Action After 27
Ex. 4 Effects of Controls 31
Ex. 5 Taxiing 35

Phase TWO

Ex. 6 Straight and Level Flight 39
Ex. 7 Basic Climbing and Descending 43
Ex. 8 Performance Climbing and Descending 47
Ex. 9a Turning Flight: Level turns up to 30° Angle of Bank 51
Ex. 9b Climbing and Descending turns up to 30° Angle of Bank 55

Phase THREE

Ex. 10a Critically Slow Airspeed 59
Ex. 10b Stalling and Spin Avoidance 65

Phase FOUR

Ex. 12 Circuit Training 73
Ex. 13 Advanced Take-off and Landing Techniques 83

Phase FIVE

Ex. 14 Advanced Turning 95
Ex. 15 Unusual Attitudes 101

Phase SIX

Ex. 16a Forced Landings....109
Ex. 16b Precautionary Landings....115
Ex. 16c Operation at Minimum Level....121
Ex. 16d Action in the Event of a Fire....127
Ex. 16e Systems Failures....129
Ex. 16f Partial Engine Failures en-route, in the Circuit & Partial Engine Failures After Take-off....137

Phase SEVEN

Ex. 17a First Solo....145
Ex. 17b Solo Circuit, Local Area Orientation and General Handling Consolidation....149

Phase EIGHT

Ex. 18a Pre-Flight Planning....153
Ex. 18b En-Route Navigation, Departure and Arrival Procedures....153
Ex. 18c Navigation at Minimum Level and/or in Deteriorating Conditions....154
Ex. 18d Unsure of Position and Lost Procedures....154

Phase NINE

Ex. 19a Dual Revision for GST....159
Ex. 19b Revision for the Aeroplane Technical Part 2 (Ground Oral) Exam....160
Ex. 19c Documentation Review....161

CONCLUSION – FIC Revision and Mock Test