

Courses for Qualified Military Pilots

Transition from a military pilot to a commercial pilot

Bristol Groundschool has helped thousands of military pilots transition from the service into the private sector.

If you are entitled to Enhanced Learning Credits and you would like to enquire about one of our courses, please complete our [ELCAS enquiry form](#) and we will be in touch soon.

The Part-FCL regulations state that in order to obtain EASA licences (with credits for experience) military pilots must apply to the Member State in which they served.

In other words UK military pilots looking for exemptions must have their licence issued by the UK CAA, French military pilots looking for exemptions must have their licence issued by the French DGCA etc. Each State will have different levels of exemption for their own military, depending on what they have declared to EASA.

Some limited credits are available for UK Military pilots. The authoritative document is the UK CAA publication CAP 804. The information below is only a summary and necessarily omits much of the detail. Military pilots are urged to read the CAP carefully. We have summarised the regulations in flowcharts for fixed wing and rotary wing pilots.

- EASA Part-FCL Military Accreditation (Aeroplane) Flowchart
- EASA Part-FCL Military Accreditation (helicopter) Flowchart
- FCL Bridging Chart

Credits are given for graduates of Elementary Flying Training (EFTGs), graduates of the Single Engine Rotary course (SERPs) and for military pilots that have progressed to the end of the flight training system and have been awarded their wings (Qualified Military Pilots, QMPs). Other specialist qualifications such as an operational category on multi-pilot aircraft attract further exemptions.

The CAA have said that if you are a qualified military pilot relying on exemptions, you will need to sit your examinations with the UK CAA, and you are also required to do your flight tests with an ATO that holds a UK CAA approval.

ATPL (A) to ATPL (H) OR ATPL (H) to ATPL (A)

The current CAA ruling states that if you are a Fixed Wing Qualified Military Pilot (QMP) and you now want to become a Helicopter Commercial Pilot, unless you currently hold a QMP(H) you must undertake an approved course and have a PPL already issued. If you need to check the QMP (wings granted status), please see CAP 804, part FCL.

The same applies for Helicopter QMPs wishing to bridge to a Fixed Wing Commercial Pilot.

The CAA has set the Bridging course duration at 160 hours for the 5 subjects (against 650 hours for 14 in the full ATPL). This includes online webinars in three subjects (Performance, Principles of Flight and Aircraft General Knowledge) out of which the minimum mandatory attendance is 16 hours.. [Please visit the revision courses page for dates.](#)

Issue of a PPL or Light Aircraft PPL

EFTGs, SERPs and QMPs are exempt from any formal training requirement but need to pass all the exams and skills test and satisfy any other normal requirements for PPL issue, helicopter or fixed wing, as appropriate.

Enhanced Learning Credits

Our courses are eligible for Enhanced Learning Credits and we are an approved training provider. UK Military Personnel with ELCAS must apply initially through their education centre for the ELCAS application form. Our provider code is 1030.

Want to know more?

Complete our [ELCAS enquiry form](#) and we'll do our best to help you.

For more information on the flying required for ATPL conversions, please visit [UK Flying](#).

All Enquiries

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