



Inspectie Leefomgeving en Transport  
*Ministerie van Infrastructuur en Waterstaat*

## **Conversion CPL(FB) and (KNVvL)BPL into EU BPL**

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## Colofon

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## Revision status

<b>Version number</b>	<b>Date</b>	<b>Status</b>	<b>Remarks</b>
0.1	2014	Concept	Draft document
0.2	2014	Concept	Various changes
0.3	2014	Concept	Final small changes
1.0	2014	Final	Finalized
2.0	30-03-2018	Final	Final implementation date changed into 8 April 2020 and editorial changes
3.0	06-09-2019	Final	Written conversion report in accordance with FCL.205.B and some editorial changes.
4.0	07-04-2020	Final	Change of conversion report due to introduction of BFCL (EU 2020/357)
5.0	07-04-2021	Final	Change of conversion report due to final applicability date (8 April 2021) of Part-BFCL (EU 2020/357)

## Introduction

Per 8 April 2013 EU Regulation 1178/2011 (1178/2011) is applicable. Since 8 April 2019 EU Regulation 2018/395 is in force. Part Flight Crew Licensing (FCL) of 1178/2011 contains regulation with regard to flight crew licensing. By 8 April 2020 EU Regulation 2020/357 (2020/357) is applicable. Regulation 2020/357 and the attached Part Balloon Flight Crew Licensing (BFCL) contains changes to Part FCL with regard to licensing of flight crew of balloons. Within Part-BFCL a new licence and new ratings are introduced and requirements for licences and ratings are changed. The new licence that will be introduced is the Balloon Pilot Licence (BPL). The BPL is a combination of the two balloon Pilot licences (Light Aircraft Pilot Licence (Balloon) (LAPL(B)) and the BPL) in 1178/2011. The original Conversion Report (version 3) is changed in accordance with the requirements in Part-BFCL. The current version 5 is an amendment of version 4. Some changes are made due to the final applicability (8 April 2021) date of Part-BFCL.

### **Licences and associated ratings, privileges and certificates**

According to Regulation 2020/357 article 3b (3), holders of national licences for balloons issued by a Member State before the date of application of Part-BFCL shall be allowed to continue to exercise the privileges of their licences until 8 April 2021. By that date, Member States shall convert those licences into Part-BFCL licences and associated ratings, privileges and certificates in accordance with the elements laid down in a conversion report that complies with the requirements of Article 4(4) and (5) of 1178/2011. Therefore, this conversion report is applicable from 8 April 2020.

Article 4 (4) and (5) of 1178/2011 defines that this conversion report shall:

- a) be established by the Member State that issued the pilot license in consultation with the European Aviation Safety Agency EASA (the Agency);
- b) describe the national requirements on the basis of which the pilot licenses were issued;
- c) describe the scope of the privileges that were given to the pilots;
- d) indicate for which requirements in Annex I of 1178/2011 credit is to be given;
- e) indicate any limitations that need to be included on the Part-FCL licenses and any requirements the pilot has to comply with in order to remove those limitations.

The conversion report shall include copies of all documents necessary to demonstrate the elements set out in points (a) to (e) above, including copies of the relevant national requirements and procedures. When developing the conversion report, Member States shall aim at allowing pilots to, as far as possible, maintain their current scope of activities.

This conversion report addresses the conversion of:

1. the Commercial Pilot Licence Free Balloon CPL(FB) into an EU BPL with Commercial Operating Rating in accordance with BFCL.215;
2. the BPL issued by the Koninklijke Nederlandse Vereniging voor Luchtvaart (KNVvL) ((KNVvL BPL) into an EU BPL (without Commercial operation rating);
3. the Flight Instructor (Free Balloon) (FI(FB)) into a Flight Instructor (FI(B)) certificate in accordance with part-BFCL;
4. the Flight Examiner (Free Balloon) (FE(FB)) into a Flight Examiner (FE(B)) certificate in accordance with Part-BFCL;

5. privileges into associated privileges and ratings to the BPL.

Since there is currently no Flight Instructor Examiner (Free Balloon) (FIE(FB)) in The Netherlands, the conversion of this certificate is not addressed.

The conversion of licences is performed by Inspectie Leefomgeving en Transport (ILT), the Competent Authority (CAA) in the Netherlands.

**Training commenced prior to the date of application of Part-BFCL**

According to Regulation 2020/357 article 3c (2) and (3), training that commenced prior to the date of application of Part BFCL, in accordance with Annex 1 to the Chicago Convention, shall be credited for the purposes of issuing Part-BFCL licences on the basis of a credit report established by the Member State in consultation with the European Union Aviation Safety Agency. This credit report shall describe the scope of the training, indicate for which requirements of Part-BFCL credit is given and, if applicable, which requirements applicants need to comply with in order to be issued with a Part-BFCL licence. It shall include copies of all the documents necessary to attest the scope of the training, as well as copies of the national regulations and procedures in accordance with which the training was initiated.

Therefore this conversion report also addresses the crediting of training for a CPL(FB), KNVvL(BPL) and associated ratings, privileges and certificates for the purpose of issuing licences in accordance with Part-BFCL.

## 1 Cross reference

The requirements for a (KNVvL)BPL, a CPL(FB) and associated ratings, privileges and certificates are laid down in a number of national regulations and KNVvL-rules. The requirements for a BPL with additional ratings and certificates are mentioned in EU Regulation 2020/357, including Part-BFCL. These requirements replace the requirements for balloon licences in EU Regulation 1178/2011, Part-FCL.

Former versions of this conversion report (up to version 3) addressed the compliance and differences of the (KNVvL)BPL and CPL(FB) with the EU LAPL(B) and EU BPL and associated ratings and certificates. The requirements in EU Regulation 2020/357 (Part-BFCL) are almost equal or less stringent than the requirements in Part-FCL; however, commercial privileges and privileges for tethered flight are now addressed as a commercial operating rating and a tethered hot-air balloon flight rating. Therefore there is no additional comparison table developed for the (KNVvL)BPL and CPL(FB) with regard to the conversion into a BPL in accordance with Part-BFCL. This version of the conversion report is further developed on basis of the former versions.

## 2 Differences

### **CPL(FB) and KNVvL(BPL) compared to an EU BPL (with associated commercial operating rating and tethered hot-air balloon flight rating)**

After comparison of the national regulations for the issue of a CPL(FB) licence and a (KNVvL)BPL licence respectively, and the requirements in Part FCL for the issue of an EU LAPL(B) or EU BPL with commercial privileges it can be concluded that there are almost no differences, except the medical requirements. According to Part-FCL, significant differences that might influence the conversion of a CPL(FB) into an EU BPL with commercial privileges or a (KNVvL)BPL into an EU LAPL(B) do not exist.

The requirements for the issue of an BPL are almost equal to the requirements of the issue of a LAPL(B) or a BPL in accordance with Part-FCL. Additional items for the BPL theory are 2.4 'use of oxygen', 4.2.1. 'VFR communication at uncontrolled airfields', 4.2.2. 'VFR communication at controlled airfields', '4.2.3. VFR communication with ATC (en-route)' and '9.7 Use of ATS'. These items were already covered in the theory for the issue of a (KNVvL)BPL or CPL(FB).

The commercial privileges of a BPL will be embedded in the Commercial Operating Rating. The requirements for the issue of a Commercial Operating Rating are almost equal to the requirements of the commercial privileges in a BPL as mentioned in Part-FCL. However, the commercial privilege will now be issued in a separate rating.

The requirements for the issue of a tethered hot-air balloon flight rating are less stringent compared to the requirements for the privilege of tethered flight mentioned in Part-FCL. However, the privileges for tethered flight will now be issued in a separate rating. Additional attention is paid to 'loading and unloading passenger procedures'.

New in Part-BFCL compared to Part-FCL is the class 'mixed-balloon'. There are no national regulations with regard to this balloon class in The Netherlands.

### **Medical requirements**

With regard to medical requirements the holder of a CPL(FB) has at least to comply with the requirements of a Medical Class 2 certificate. The holder of a (KNVvL)BPL shall at least have a valid LAPL medical certificate. For the EU BPL with Commercial Operation Rating at least a valid class 2 medical is required. For the EU BPL without commercial privileges a valid LAPL medical certificate is sufficient.

### **Night Rating**

The national requirements with regard to the Night Rating for balloons are laid down in 'Regeling bewijzen van bevoegdheid en bevoegd- verklaringen voor luchtvaardenden 2001' (art 22). The national requirements with regard to the night qualification are equal as in BFCL.210 (2 hours on 2 night flights with instructor).

### **Flight instructor**

With regard to the conversion of a national balloon flight instructor qualification (FI(FB)) into an Flight instructor certificate (Balloon) on basis of Part FCL, there are few minor differences. As long as the FI(FB) complies with Article 35 of the 'Regeling bewijzen van bevoegdheid Luchtvaardenden 2001' these differences will have no influence on the conversion. The requirements for the issue of an FI(B) in Part-BFCL are less stringent than the requirements mentioned in Part-FCL. The FI(B) will have the privilege to conduct flight instruction for a BPL. Additional privileges can be added to the FI(B) certificate provided additional requirements are met in accordance with BFCL.315.

The following items are additional in de training programme for the FI(B) as included in Part-BFCL compared to Part-FCL:

- Exercise 2: how to perform a load calculation
- Exercise 16: use of drop line
- Exercise 17: additional specification for solo flight
- Exercise 18: passenger boarding and disembarkation; loading and unloading passenger procedures
- Exercise 19: flight planning, taking into account the obstacles on the ground, night Visual Meteorological Conditions (VMC) minima, airspace
- Exercise 19: how to maintain safety altitude;
- Exercise 19: navigation principles at night.

### **Flight examiner**

In case of a valid national balloon flight examiner certificate (FE(FB)), standardised by the CAA, the conversion of a FE(FB) into a Flight Examiner (Balloon) certificate on basis of Part-FCL can be carried out without additional requirements. The requirements for the issue of an FE(B) in Part-BFCL are less stringent than the requirements mentioned in Part-FCL.

### 3 Analysis

#### Conversion (KNVvL)BPL into BPL

Since there are almost no differences between a (KNVvL)BPL licence and a BPL without commercial privilege, there is no objection to convert the (KNVvL)BPL into a BPL without commercial privileges. A holder of a (KNVvL)BPL is only allowed to fly an hot-air balloon with a class A envelope. The conversion is therefore limited to hot-air balloon group A, as defined in BFCL.010.

#### Conversion of the CPL(FB) into an EU BPL with Commercial Operation Rating

Based on the differences between a CPL(FB) and a BPL with Commercial Operation Rating as defined in chapter 2, there will be no objection to convert a CPL(FB) into a BPL with Commercial Operation Rating. The requirements for the issue of a Commercial Operating Rating are almost equal to the requirements of the commercial privileges in a BPL as mentioned in Part-FCL. However, the commercial privilege will now be issued in a separate rating. Therefore, to obtain the Commercial Operating Rating, the experience requirements in BFCL.215 have to be met. Since a number of pilots might not meet this requirement upon conversion, the CPL(FB) can be converted into a BPL without Commercial Operation Rating. The Commercial Operation Rating can be added once the applicant complies with the experience requirements in BFCL.215. These experience requirements shall be demonstrated within a period of three years from the conversion of the CPL(FB) at the latest.

#### Medical

With regard to medical requirements the holder of a CPL(FB) has at least to comply with the requirements of a Medical Class 2 certificate. The holder of a (KNVvL)BPL shall at least have a valid LAPL medical certificate. For the BPL with Commercial Operation Rating at least a valid class 2 medical is required. For the BPL without commercial privileges a valid LAPL medical certificate is sufficient. The medical requirements will not influence the conversion of a CPL(FB) into an BPL with commercial privileges or a (KNVvL)BPL into a BPL without commercial privileges.

#### Hot-air balloon - Group classification and conversion

The classification of a group in the class hot-air balloon in The Netherlands slightly differs from the classification in BFCL.010. The hot-air balloon groups A to D in The Netherlands have the following volume boundaries compared to groups defined in BFCL.010.

Group classification		
Group	The Netherlands	BFCL.010
A	$\leq 3000 \text{ m}^3$	$\leq 3400 \text{ m}^3$
B	$> 3000 - \leq 4000 \text{ m}^3$	$> 3400 - \leq 6000 \text{ m}^3$
C	$> 4000 - \leq 6000 \text{ m}^3$	$> 6000 - \leq 10.500 \text{ m}^3$
D	$> 6000 \text{ m}^3$	$> 10.500 \text{ m}^3$

A limited number of pilots operating a Group D envelope have experience in a balloon with an envelope exceeding  $10.500 \text{ m}^3$ .

On basis of the analysis there is no objection that holders of a CPL(FB) hot-air balloon within:

- Group A convert to the hot-air balloon class Group A, in the BPL;
- Group B convert to the hot-air balloon class Group B, in the BPL;
- Group C convert to the hot-air balloon class Group B in the BPL;

- Group D convert to the hot-air balloon class Group C or D in the BPL, depending on recency on 10.500 m<sup>3</sup> balloons (in accordance with BFCL.160 and BFCL.215);
- Group D who can demonstrate (logbook/ownership) experience with envelopes larger than 10.500 m<sup>3</sup> convert to the hot-air balloon class Group D in the BPL.

For all conversions the licence or rating to be converted shall be valid and the experience shall meet the requirements in BFCL.150.

### **Gas Balloons**

A limited number of pilots in The Netherlands are qualified to fly gas balloons (< 1260 m<sup>3</sup>). The qualifications are in principle the same as mentioned in Part-BFCL. Therefore, there is no objection to convert the privilege to fly a gas balloon into a 'gas balloon' class.

### **Mixed Balloons**

There are no pilots qualified to fly a mixed balloon in The Netherlands. Therefore, a conversion into a 'mixed balloon' class is not applicable.

### **Hot-air airship**

There are no pilots qualified to fly an hot-air airship in The Netherlands. Therefore, a conversion into an 'hot-air airship' class is not applicable.

### **Tethered hot-air balloon flight rating**

In The Netherlands there is no specific rating for tethered flight. Tethered flights are made by several holders of a CPL(FB) or (KNVvL)BPL. Those pilots will receive a tether rating in their licence in accordance with BFCL.200, provided that they have performed a tether flight in the last 48 months. The additional item in BFCL regarding 'loading and unloading passenger procedures' will not necessarily be covered by a single tether flight. Therefore, the applicant can declare experience with 'loading and unloading passenger procedures'.

### **Night rating**

Since the national requirements with regard to the night qualification are equal to the requirements for issue of a Night Rating in accordance with BFCL.210, there is no objection to convert a night qualification for balloons into a Night Rating for balloons.

### **Conversion Flight Instructor certificate**

Based on the differences between a FI(FB) and a flight instructor certificate on basis of Part-FCL as defined in chapter 3, there will be no objection to convert a FI(FB) into a flight instructor certificate on basis of Part-FCL. Since the requirements for the issue of a FI(B) in Part-BFCL are less stringent than the requirements mentioned in Part-FCL, there is also no objection to convert a FI(FB) into a FI(B).

The additional training items in Part-BFCL are not necessarily covered. Therefore, the applicant can declare experience with delivering instruction as a FI(FB) in these items.

The FI(B) will have the privilege to conduct flight instruction for a BPL. Additional privileges can be added to the FI(B) certificate provided additional requirements are met in accordance with BFCL.315. In case the FI(B) can demonstrate experience in the instruction mentioned in BFCL.315 upon conversion, the FI(B) will receive the additional instruction privileges mentioned in BFCL.315 upon conversion.

### **Conversion Flight Examiner certificate**

On basis of chapter 2 the conversion of a FE(FB) into a Flight Examiner (Balloon) certificate on basis of Part-FCL can be carried out without additional requirements, provided the FE(FB) is standardised by the CAA. Since the requirements for the

issue of an FE(B) in Part-BFCL are less stringent than the requirements mentioned in Part-FCL, there is no objection for the conversion of a valid FE(FB) qualification, standardised by the CAA, into an FE(B) certificate.

**Conversion Flight Instructor Examiner certificate**

Currently there is no Flight Instructor Examiner for balloons in The Netherlands. Therefore the conversion of a FIE(B) is not applicable.

**Training commenced prior to the date of application of Part-BFCL**

Training for a CPL(FB), KNVvL(BPL) and associated ratings, privileges and certificates can be credited for the purpose of issuing licences in accordance with Part-BFCL. As clarified above, the difference between the requirements for the issue of a CPL(FB) or KNVvL(BPL) and a BPL are very limited. The same applies for the associated ratings, privileges and certificates. The amount of training to be credited can therefore be determined by the Approved Training Organisation (ATO) or Declared Training Organisation (DTO) providing the relevant training for the licences in accordance with Part-BFCL, provided all the applicable requirements in part-BFCL are met.

However, the CPL(FB) is a licence with commercial privileges. The applicant for a CPL(FB) will receive the commercial privileges upon issue of the licence. At that moment the applicant will not meet the requirements for a commercial operating rating. Therefore the training for issue of a CPL(FB) or KNVvL(BPL) can only be credited for the issue of a BPL without commercial privileges. Once the training is credited by the ATO or DTO the requirements in Part-BFCL are applicable.

## 4 Conclusion and Conversion

Based on the analysis in chapter 4 the conclusion of the CAA is that there is no objection to convert national balloon licences into a BPL and associated ratings, privileges and certificates. This conversion will be performed as follows:

### **(KNVvL)BPL into BPL**

A (KNVvL)BPL can be converted into a BPL, Class Hot Air Balloon, Group A, without commercial privileges, provided the applicable recency requirements in BFCL.160 are met. The BPL will be limited to non-tethered flights. If the applicant has experience in tethered flights, the Tethered hot-air balloon flight rating can be obtained upon conversion as described below.

### **CPL(FB) into BPL with Commercial Operation Rating**

A CPL(FB) can be converted into a BPL with a Commercial Operation Rating, provided the applicable recency requirements in BFCL.160 are met and the candidate has completed 50 hours of flight time and 50 take-offs and landings as Pilot In Command (PIC) on balloons. In case the candidate does not meet this last requirement, the CPL(FB) will be converted into a BPL without commercial privileges. The Commercial Operation Rating can be added once the candidate has completed 50 hours of flight time and 50 take-offs and landings as PIC on balloons. This experience shall be completed within three year after conversion of the CPL(FB) or 8 April 2024 at the latest, whichever comes first.

Holders of a CPL(FB) within:

- Group A can convert to the hot-air balloon class Group A, in the BPL;
- Group B can convert to the hot-air balloon class Group B, in the BPL;
- Group C can convert to the hot-air balloon class Group B in the BPL;
- Group D can convert to the hot-air balloon class Group C or D in the BPL, depending on recency on 10.500 m<sup>3</sup> balloons (in accordance with BFCL.160 and BFCL.215).
- Group D who can demonstrate (logbook/ownership) experience with envelopes larger than 10.500 m<sup>3</sup> can convert to the hot-air balloon class Group D in the BPL.

### **Gas Balloon**

Holders of a valid CPL(FB) (or valid KNVvL BPL) who are qualified to fly a gas balloon (< 1260 m<sup>3</sup>) can obtain the class 'gas balloon' in their BPL.

### **Mixed Balloon**

A conversion to a 'mixed balloon' class is not applicable.

### **Hot-air airship**

A conversion to a 'hot-air airship' class is not applicable.

### **Tethered hot-air balloon flight rating**

Holders of a CPL(FB) or valid (KNVvL)BPL who are able to declare experience in one or more tethered flights in the 48 months preceding the conversion of the licence and who are able to declare experience with 'passenger exchange procedures' can obtain a tethered hot-air balloon flight rating in the BPL.

### **Night Rating**

A Night qualification within a CPL(FB) or (KNVvL)BPL can be converted into a Night Rating in the BPL.

### **Flight Instructor certificate**

A FI(FB) qualification can be converted into an EU FI(B), provided the recency requirements in BFCL.360 are met and the applicant can declare experience in delivering instruction as a FI(FB) in the following (additional) items:

- How to perform a load calculation;
- Use of the drop line.

The FI(B) certificate will be issued with the privilege to conduct flight instruction for a BPL.

Once the holder of the FI(FB) qualification:

- can demonstrate at least 15 hours of flight time as PIC in a relevant class, the extension of the FI(B) privilege to that class and/or group of balloon will be added to the FI(B) certificate;
- will obtain a Night Rating upon conversion and can demonstrate experience in providing instruction for the night qualification and can declare experience in delivering instruction as a FI(FB) in Passenger boarding and disembarkation during night time; exchange of passengers between flights during night time; Flight planning during night time, taking into account the obstacles on the ground, night VMC minima, airspace, how to maintain safety altitude during night time and navigation principles at night, the privilege to instruct for a night rating will be added to the FI(B) certificate;
- will obtain a tethered hot-air balloon flight rating upon conversion and can demonstrate experience in providing instruction for tethered flight, the privilege to instruct for a tethered flight rating will be added to the FI(B) certificate;
- can demonstrate at least 50 hours of flight instruction on balloons and experience in providing flight instruction for a FI(FB) certificate and in accordance with the procedures established for that purpose by the competent authority, conducted at least one hour of flight instruction for the FI(B) certificate under the supervision and to the satisfaction of an FI(B) who is qualified in accordance with this subparagraph and nominated by the head of training of the ATO or the DTO, the privilege to instruct for a FI(B) certificate will be added to the FI(B) certificate.

### **Flight Examiner certificate**

A valid FE(FB) qualification can be converted into an FE(B) certificate, provided that the holder of the FE(FB) qualification has received an examiner standardisation course in the year preceding the conversion and the application for the conversion has been received by the CAA by 8 April 2021 at the latest.

### **Flight Instructor Examiner certificate**

A conversion of a FIE(B) is not applicable.

### **Crediting of training commenced prior to the date of application of Part BFCL**

Training for a CPL(FB), KNVvL(BPL) and associated ratings, privileges and certificates shall be credited for the purpose of issuing licences in accordance with Part-BFCL. The amount of training to be credited shall be determined by the ATO or DTO providing the relevant training for the licences in accordance with Part-BFCL, provided all the applicable requirements in part-BFCL are met. The ATO or DTO shall notify the CAA if such a credit is given by 8 June 2021 at the latest.

Training for issue of a CPL(FB) or KNVvL(BPL) can only be credited for the issue of a BPL without commercial privileges. Once the training is credited by the ATO or DTO the requirements in Part-BFCL are applicable.

## 5 Time scale

This conversion report is applicable from 8 April 2020.

### **Licences and associated ratings, privileges and certificates**

Holders of a CPL(FB) or KNVvL BPL issued before 8 April 2020 are allowed to continue to exercise the privileges of their licences until 8 April 2021. By that date, the CPL(FB) and/or KNVvL BPL shall have been converted into Part-BFCL licences and associated ratings, privileges and certificates in accordance with the elements laid down in this conversion report, to be able to continue the privileges.

The conversion of examiner privileges shall be performed before 8 April 2021 at the latest.

### **Training commenced prior to the date of application of Part-BFCL**

Training for a CPL(FB), KNVvL(BPL) and associated ratings, privileges and certificates can be delivered until 8 April 2020. Per 8 April 2020 training for a CPL(FB), KNVvL(BPL) and associated ratings, privileges and certificates shall be credited by the ATO or DTO. The ATO or DTO shall notify the CAA if such a credit is given by 8 June 2021 at the latest.

## 6 List of abbreviations

AoC	Assessment of Competence
ATO	Approved Training Organisation
BFCL	Balloon Flight Crew Licensing
BPL	Balloon Pilot Licence
CAA	Civil Aviation Authority (ILT)
CPL(FB)	Commercial Pilot Licence (FB)
DTO	Declared Training Organisation
FB	Free Balloon
FCL	Flight Crew Licensing
FI	Flight Instructor
FIE	Flight Instructor Examiner
FE	Flight Examiner
ILT	Inspectie Leefomgeving en Transport – Luchtvaart (Civil Aviation Authority The Netherlands) (Competent Authority Netherlands)
KEI	KNVvL Exam Institute
Kiwa	Kiwa Register
KNVvL	Koninklijke Nederlandse Vereniging voor Luchtvaart (Aero Club Royal Netherlands Aeronautical Association)
(KNVvL)BPL	Balloon Pilot Licence (KNVvL)BPL Balloon Pilot Licence (issued by KNVvL between 2004-April 2020)
PIC	Pilot In Command
STEBZ	Stichting Examens Ballonvaren en Zweefvliegen
VMC	Visual Meteorological Conditions

## 7 Appendices

Refer to conversion report version 3 (Conversion CPL(FB) into BPL and BPL/KNVvL into LAPL(B))