



Peterborough Flying Club  
SIBSON AERODROME | WANSFORD  
PETERBOROUGH | PE8 6NE

## THE NATIONAL PRIVATE PILOTS LICENCE

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Great News – Flying Training costs to Pilot's Licence reduced! A new agreement has been signed and a new organisation formed comprising:

Civil Aviation Authority  
AOPA (Aircraft Owners & Pilots Association)  
PFA (Popular Flying Association)  
BMAA (British Microlight Aircraft Association)  
BGA (British Gliding Association)

The NPPL became available for issue from 1<sup>st</sup> August 2002 with applications processed by NPLG (National Pilots Licensing Group Ltd) administered via the PFA Office in Shoreham. The NPPL regulates training and licensing for UK Flying in aeroplanes, launching motor gliders.

Student pilots at Peterborough Flying Club may opt for either training course or subsequent licence issue.

The UK National Licence flying training course takes a minimum of 32 hours in the air or 45 hours for the European JAA Licence. There are ground subjects to study and the general flying test to pass and a navigation test separately for the UK PPL.

**32 Hour Course in Cessna 152 @ £131 /hr**

**£4,192.00**

**NOTE** The UK PPL licence is issued for (SEP) (A) - Single Engine Piston – Aeroplanes.

The National PPL for aeroplanes, when conducted at Peterborough Flying Club will count as 32 hours towards the European JAR 45 hours PPL. PPL training must be carried out at a licensed airfield.

### **What are the Differences between the 2 Licences?**

The level of medical requirements varies between the licences, UK NPPL has lower requirements:

UK NPPL medical: is to be signed as a declaration of fitness certificate by the family doctor/GP.

JAR PPL medical: is issued by a CAA registered Aviation Medical Examiner (AME)

The UK NPPL may be considered as a starter course that will allow flying, by day, within the UK in visibility greater than 5 kilometres, in a single engine aircraft and carrying up to a maximum of 3 passengers with the aircraft mass up to 2000 kilos maximum all up weight.

NPPL allows pilots to fly for recreational purposes in UK airspace only.

The lesser requirements / costs may be helpful in budgeting and may still lead to eventual JAR PPL licence issue (up to 30% saving).

Eventual aim for professional/commercial licence requires much study and further flight training, ratings and qualifications

The Flight Training given in the early stages of each course is identical but customers must identify to the instructor if during the course the plan is made to obtain the JAR licence once having started the UK PPL.

The PFC Ltd website is: [www.sibsonflying.com](http://www.sibsonflying.com)

Frequently asked questions, with answers follow.

**Where can I do the flight training courses?**

Any flying club (that is either a CAA registered facility) or an Approved Flight Training Organisation can offer an NPPL course.

**Do I need a JAR-FCL medical?**

No You need a certificate of fitness to be signed by your GP.

**Can I get a credit for previous flying experience?**

Yes Go to website [www.nppl.uk.com](http://www.nppl.uk.com)

**How much will the licence cost?**

On application for the NPPL (SEP) a fee of £131 is payable to the CAA.

**How long is the licence valid for?**

Life - subject to the revalidation requirements. See [www.nppl.uk.com](http://www.nppl.uk.com)

**Can I fly to France using my NPPL?**

No. The privileges of the NPPL are restricted to the UK airspace system.

**What about aircraft with variable pitch propellers or retractable undercarriage?**

So long as the aircraft's weight does not exceed 2000kg you can undergo differences training that will qualify one to fly the more complex single engine piston landplane types.

**Can I upgrade to a JAR-FCL?**

Yes. 30 hours can be carried over as a credit towards a JAR PPL. All flying training must have been completed by JAR qualified instructors and all JAR PPL exams passed. 15 hours of training need to be completed of which 5 could even be carried out in a certified flight simulator and 5 hours may be used to gain the Night Rating.

**Can I upgrade my SLMG Licence to NPPL - (SEP)?**

Yes, check medical, examination and 'difference' training requirements.

**Can I upgrade my unrestricted or restricted microlight licence to NPPL (SEP)? Administered by BMAA. See [www.bmaa.org](http://www.bmaa.org)**

Yes, minimums will apply depending upon experience levels to include examination, flight training and skills tests.

**Can I renew my lapsed UK PPL (A) to NPPL - (SEP)?**

Yes, depending upon the lapsed period, requirements vary from NPPL flight tests only, to a minimum course of 10 hours plus tests and examinations for those with a PPL (A) lapsed for 10 years or more.

NPPL holders are not permitted to exercise their licence privileges at night.

There are a total of seven written examinations which are outlined below. Two flying skill tests are also undertaken. These Skill Tests assess Navigation and General Handling skills. The two skill tests are normally flown in one flight at the end of your course. In the case of the NPPL the skill tests, for practical reasons will be flown separately. For the NPPL the Navigation Skill Test (NST) is completed during your training prior to you doing your Qualifying Cross Country (QXC).

Time limitations are applied to the written examinations and also therefore the flying training. The written exams must be completed within an 18 month period. The period starts with you passing the first exam. The order in which you will take your exams is outlined later. You have a further 24 months after the last exam is passed to complete the flying training. The overall training period may be extended by re-sitting the first of the previously passed exams therefore bringing forward the 18 month block.

You will be training in accordance with a detailed syllabus approved by the CAA. You are therefore legally required to keep a CAA approved personal log book for recording all your flights. At the end of training your log book will be certified by the Chief flying Instructor (CFI). The Log Book is submitted with your licence application to the CAA. We also issue and maintain a detailed personal training record which is kept on file here at Sibson. You may purchase your Flying Log Book from the Flight Desk.

For the NPPL medical you must complete a Self Declaration of Health which is countersigned by your own GP? (or you may hold a JAA medical certificate). The standards to be met for the NPPL are the same as the DVLA Professional Driver requirements. The Self Declaration must be signed by your GP, prior to and be valid for your **FIRST SOLO** flight and for your later licence issue. The Self Declaration form may be obtained from the Flight Desk.

You may commence recognised training to fly from the age of 14 years, but you have to be at least 16 years of age before you can fly your first solo. The youngest age for the PPL issue is 17 years. There is no upper age limit.

#### Other Specified Requirements.

- 1) A 'Qualifying Cross Country' (QXC) flight is flown SOLO, with a landing away at two other airfields and is part of the solo required hours.
  - a) For the NPPL a flight of only 100 nm is required\*.

\*A 'Navigation Skill Test' (NST) must be passed with an approved examiner prior to this flight. In both cases you take with you a certificate which is signed by an authorised person at each of the two airfields at which you land. This certificate is submitted together with your pilots licence application

The 7 written multiple choice examination papers are outlined below. Most people are nervous at the thought of doing these, don't be! The papers are very straightforward. Please consult the CFI for guidance. Practice papers are available from the Flight Desk.

These papers are taken in the following order to satisfy the requirements shown:

1. AIR LAW & OPERATIONAL PROCEDURES - must be passed prior to 1<sup>st</sup> solo flight.
2. COMMUNICATIONS - must be passed prior to solo flight away from the circuit
3. NAVIGATION - must be passed prior to 1<sup>st</sup>\* solo cross country navigation
4. METEOROLOGY - must be passed prior to the Qualifying Cross country
5. HUMAN PERFORMANCE & LIMITATIONS - must be passed prior to the Qualifying Cross country
6. AIRCRAFT GENERAL &. PRINCIPLES OF FLIGHT - must be passed prior to the final skill tests
7. FLIGHT PERFORMANCE & PLANNING - must be passed prior to the final skill tests

You can take these examinations at Sibson on most days. Usually the examination papers will be marked straight away or at least on the same day. The examiner will debrief you on the questions that you have answered incorrectly. Should it be necessary to re-sit a paper you will be briefed on the areas of weakness and advice will be given with regard to future studies and any ground school required.

Prior to the start of your navigation training (exercise 18) you will also require the following items which are obtainable from the Flight Desk;

NAVIGATION CIRCULAR SLIDE RULE (CRP 1)  
QUARTER MILLION SCALE, EAST OF ENGLAND AVIATION CHART  
O/H PERMANENT MARKER PENS  
NAVIGATION SCALE RULER  
NAVIGATION PROTRACTOR  
PAD OF FLIGHT PLANNING LOG SHEETS

The Peterborough Flying School has headsets for the use of members on a first come first served basis. We recommend that, at some point in the course, you obtain your own headset.

The club holds regular evening classes and excellent text books covering all subjects are available from the Flight Desk. You may also book one to one tutorials on an hourly basis.

**IMPORTANT** Some of the above requirements are time limited!

1. The Skill Test must be successfully completed within 6 months of completing all training.
2. The Skill Test will remain valid for six months only. You must apply for the licence within this period.
3. All seven written exams must be completed within an 18 month period - the start date of this period is from the date of the first exam passed.
4. You must complete your training and have submitted your licence application within 24 months following the date of the last passed written examination.

5. The Flight Radio Telephony licence (FRTOL) is issued separately from your pilots licence and is a separate application but usually applied for and issued together.
6. Your medical certificate is time limited depending on age, both for the AA and NPPL, and it is YOUR responsibility to ensure its currency. The expiry date is entered on your medical certificate.
7. It is advisable to pass your medical before flying training commences or at least very early on in your training. This will ensure that there are no medical bars to achieving you're ambition before too great a commitment has been made.

## **THE NATIONAL PRIVATE PILOT LICENCE (NPPL) SYLLABUS**

This course can be considered in four phases and each flown exercise is numbered. These numbers, along with the titles of the exercise must be entered into the remarks column of your log book. The exercises are not necessarily flown in the order shown and are sometimes combined together on the one flight. It is necessary to ensure that all the items have been fully covered and the required standard achieved.

National Private Pilot Licence Syllabus requires: A minimum of 32 hours flying

experience as follows; 22 hours dual flying to include;

- 1 Hour of Instrument Flight Appreciation.
- 2 hours Stall/Spin awareness

n.b. The 19 flying dual hours remaining must cover the syllabus content but are flown as required.

10 hours solo flying to include;

4 hours solo cross country navigation flying including a QXC\*.

n.b. The remaining 6 hours solo will normally be general handling and is flown to cover the syllabus as required.

### Other Specified Requirements.

1) \*A 'Qualifying Cross Country' (QXC) flight is flown SOLO, with a landing away at two other airfields and the total flown distance must not be less than 100nm. The duration of this flight is part of the minimum solo hours, required.\*\*

n.b. You take with you a certificate which is signed by an authorised person at each of the two airfields at which you land. This certificate is submitted together with your NPPL application.

\*\*A 'Navigation Skill Test' (NST) must be passed with an approved examiner prior to the QXC flight.

## **PRELIMINARY PHASE**

- 1 Aircraft familiarisation, pre-flight inspection. Emergency drills - brake failure, engine fire, cabin fire, electrical failure, radio failure, escape drills, abandoned take-off.
- 2 Preparation for and action after flight.
- 3 Air experience - Primary effects of controls.
- 4 (i) Primary and further effects of the flight controls.
- 4 (ii) Effects on flight of power, speed, flaps, trim, etc.
- 5 Taxiing.
- 6 Straight and level flight
- 7 Climbing.
- 8 Descending.
- 9 Turning.
- 10 Flight at critically slow speeds
- 10 (b) Stall recognition, avoidance and standard recovery techniques
- 11 Spin recognition, avoidance & standard recovery techniques
- 12 Take-off and climb to the downwind position.
- 12 (b) Aborted Take-off & engine failure actions following take-off.
- 13 Joining downwind, intermediate approach, final approach and landing.
- 13 (b) Full flap go-around and Flapless landing demonstration & practice.
- 14 FIRST SOLO.
- 12/13 Revision & consolidation of the circuit profile which is flown dual <& solo.

## **APPLIED FLYING TECHNIQUES**

- 13A Slide approach and landing. 13B Flapless approach and landing.
- 13C Maximum performance ('short field<sup>1</sup>') take-off and landing.
- 13D Crosswind take-off and landing techniques.

Following dual instruction a minimum of 4 - 5 hours SOLO will be completed in this section.

## **ADVANCED**

- 15 Steep turns using angles of bank in excess of 45 degrees and side slipping.
- 16 Forced landings without power, considerations and procedures.
- 17 Forced landing with power considerations and procedures.
- 18 Operations at low level, handling techniques and physiological considerations.
  
- 19(a) Instrument Flight Appreciation; physiological effects, instrument Direct/Indirect indications and the limitations of instruments.
- 19(b) Instrument Flight Applied; changing power, changing airspeed, climbing & descending in different configurations, turning at given rates.

- 19(c) Instrument training - limited panel (vacuum instrument failure) and partial panel (pitot/static failure).  
Compass limitations and timed turns.

## **NAVIGATION**

Various routes will be flown encompassing the required exercises. Some will also include landings at other aerodromes and at international airports.

Flight Planning - weather forecast and actual reports, map selection and route preparation, calculations of headings and times, in-flight log preparation, Radio Telephony procedures & use of the Flight Information Services, aircraft documentation, aerodrome departure and joining procedures.

18B Considerations during flight at low level and in reduced visibility

18C Radio Navigation - use of Very High Frequency Omni-directional Radio Range (VOR), Automatic Direction Finding aircraft equipment (ADF)/ Non-Directional Beacons (NDB's). VHF direction finding services (VDF). Primary and secondary RADAR services. Radio Distance Measuring Equipment (DME).

- 1) A 'Qualifying Cross Country' (QXC) flight is flown SOLO, with a landing away at two other airfields and is part of the solo required hours.
  - a) To qualify for the NPPL an overall minimum QXC flight distance of 100 nautical miles is required. The flight time duration will be approximately 2.5 hours.

## **BOOKS AND EQUIPMENT REQUIRED FOR THE COURSES**

At the time of your first lesson, you will require the following:-

PERSONAL FLYING LOG BOOK (CAA approved)

AIR PILOTS MANUAL - VOL 1 - FLYING TRAINING

AIRCRAFT OPERATIONS CHECKLIST (specific to the aircraft that you will fly)

We recommend that you buy a KNEE PAD which straps to your thigh, holding your planning sheets and pens conveniently while you are flying.

## ***MOCK SKILL TEST***

It is advisable to undertake a mock Skill Test to cover the General Handling and Navigation elements of the test to be undertaken and also to prepare you with the knowledge of the content and conduct of the Skills Test.

The mock test is also an opportunity to ensure that you have achieved the minimum training required in each section and to be given advice with regard to your overall standard. Minor issues will be resolved during the mock test but any further training required will be identified and flown later, prior to your actual test.

## **The SKILL TEST**

The test cannot be undertaken until all qualifying requirements are completed. This includes the full flying syllabus and the seven written examinations.

The Skill test is normally undertaken in one flight and is part Navigation skills and part General Handling skills. The overall test is divided into 6 sections. All sections must be passed. If one section is failed then a partial pass is awarded and later only this section is re-flown. In the unlikely event that two or more sections are failed then the complete test has to be re-taken. The overall flight duration is approximately 2.5 hours plus another 1.5 hours of pre-flight preparation and post flight administration.

## **THE MEDICAL HEALTH REQUIREMENTS AND APPROVED DOCTORS**

You must have a medical examination with a CAA approved Air Medical Examiner (AME) if you are training for a JAA/PPL A Medical Certificate must be issued before you fly solo and for the grant of and the later validity of your pilots licence. Normally the medical certificate is completed and given to you immediately following the medical examination. The AME will make a charge for the examination.

If you are intending to apply for and hold an NPPL you will be required to complete a 'Self-Declaration of Medical Fitness to Fly' form which **MUST BE** counter-signed by your *GP*?. Charges may be applied by your *GP* but if so the amounts will vary greatly. Some *GP*'s may require that you undertake a full examination but they may at their discretion refer only to your medical records before signing.

To ensure that you are able to meet the required minimum health standards it is wise to undertake your medical prior to the commencement of your training. You may start the course without a medical certificate but, just the same, we recommend that you get one as soon as possible; Medical certificates have a finite life and have to be renewed. The period of validity depends upon your age but please be aware that requirements could change so check with the Chief Flying Instructor for any updates.

NPPL students/licence holders complete and sign a Self-declaration of health which must be counter-signed by your own General Practitioner (*GP*). The standards to be met are equivalent to that required of the DVLA Commercial Drivers, Standard 1 or 2. Your *GP* will be well aware of these standards.

NPPL Medical current validity periods are, as of November 2007;

Until the 45 <sup>th</sup> birthday	no renewal required
45 - 65 <sup>th</sup> birthday	5 yearly
65 years and over	annually

General Notes

If you wear spectacles, you will normally be required to carry a spare pair when flying. If you wear contact lenses, you should also carry spare spectacles. Your medical certificate will be endorsed with these requirements, should they apply.

**UNITED KINGDOM NATIONAL PRIVATE PILOT'S LICENCE  
DECLARATION OF MEDICAL FITNESS TO FLY**

**For the Pilot:**

Full Name .....

Date of birth (day/month/year)...../...../.....

I understand the "Notes for the Pilot" printed on this certificate. I have discussed my medical history with my GP and have not withheld any relevant medical information from him/her. I believe that I am fit to fly as a pilot at the standard indicated by my GP below.

Signature of pilot ..... Date .....

**For the General Practitioner:**

I am the general practitioner of the applicant pilot named above and have seen his/her medical records. I have read "Notes for the General Practitioner" printed with this declaration and have had access to any appropriate information sheets

I am aware of the DVLA medical requirements for professional and private drivers and believe that there is nothing in the applicant's medical history which prevents him/her meeting the following standard:

Group 2 (professional driving standard) for flight with passengers or solo \*

Group 1 (private driving standard, modified, if necessary, from an information sheet) for flying solo or with another qualified pilot \*

\* Please delete as appropriate

Signature of doctor ..... Date .....

Please print name.....

Practice stamp:

Next medical assessment due on or before .....(please see notes)

Any special limitations (eg Aircraft modifications required due to physical disability)

July 2002

**Peterborough Flying Club.**

**CAA Approved Registered Training Facility**

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