

NATIONAL PRIVATE PILOT'S LICENCE

(NPPL)

INTRODUCTION. The National Private Pilot's Licence (NPPL) is a United Kingdom licence intended to meet the needs of those wishing to undertake recreational flying and is potentially simpler to maintain than the EASA PPL. Whilst there are a number of restrictions, it offers the potential to gain your licence without the need for a dedicated aviation medical and with a reduced number of flight training hours. Your National Private Pilot's Licence consists of 4 parts:

- National Private Pilot's Licence (says I can fly)
- Class Rating (says what I can fly)
- Radio Licence (says I can use the radio)
- Medical (says I am fit to fly)

MINIMUM AND MAXIMUM AGE. There is no minimum or maximum age to start flying; however flight time can only be credited towards your license after the age of 14, a candidate can fly solo at 16 and apply for their license at 17.

FLIGHT TRAINING REQUIREMENTS. Candidates must complete a minimum of 32 hours of flight training. It is worth keeping in mind that most candidates for a Private Pilot's Licence complete more than the minimum 45 flight training hours required for the EASA PPL. As a result this makes the reduced number of flight training hours for the NPPL potentially more suited to those with previous flying experience in other aircraft types such as gliders or helicopters. Flight training starts by developing the fundamentals of aircraft handling before progressing through to your first solo flight and cross country navigation. The flight training must include the following:

- 22 hours of dual instruction with a qualified instructor including:
 - 1 hour of instrument appreciation.
- 10 hours of supervised solo flight including:
 - 4 hours of cross country flying including one qualifying cross country flight of at least 100nm with landings at two other aerodromes. To allow the potential to transfer to a EASA PPL in the future, a 150nm qualify cross country flight is often undertaken.

THEORETICAL KNOWLEDGE SUBJECTS. Seven subject areas and their associated exam provide the technical foundation to your flight training. They are the same as those for the JAA PPL. The exams range from ½ to 1½ hours in duration and have multiple choice answers. All exams must be completed within an 18 month period starting from the end of the calendar month when the applicant first attempted the examination. Exams remain valid for 24 months after the completion of the last exam. Aviation Law and Operational Procedures must be completed before first solo and all exams must be completed before undertaking the General Skills Test. The subject areas are:

- Aviation Law & Operational Procedures
- Aircraft General & Principles Of Flight
- Communications
- Flight Performance & Planning
- Human Performance & Limitations
- Meteorology
- Navigation & Radio Aids

RADIOTELEPHONY OPERATOR'S LICENSE (FRTOL). The Flight Radiotelephony Operator's License forms part of a separate practical test. Although recommended, completion of the practical test is not required before undertaking the General Skills Test.

MEDICAL REQUIREMENTS. A valid European Aviation Safety Agency (Part-MED) Class 1 (Professional) or Class 2 (Private) medical certificate or a Medical Declaration is required prior to completing a candidate's first solo and to use your licence. A Medical Declaration is based on DVLA driving medical standards. A Group 1 Medical Declaration (Private) would allow the holder to fly solo or with another "safety" pilot whilst a Group 2 Medical Declaration (Professional) will allow the carriage of passengers.

TRAINING CREDITS. Credits towards the flight training and theoretical elements are available. These are dependent upon previous training and experience.

NAVIGATION SKILLS TEST (NST) & GENERAL SKILLS TEST (GST). The Navigation Skills Test is completed prior to undertaking the qualifying cross country flight. The General Skills Test is undertaken once all the flight training and theoretical examinations are complete. The skills tests break down into the following sections:

- Navigation Skills Test (NST):
 - Pre-flight planning including weather and airspace interpretation as well as aircraft performance planning.
 - Fly both a pre planned navigation route and on route diversion.
- General Skills Test (GST):
 - General aircraft handling including a selection of simulated emergency drills.
 - Complete a range of approaches including normal, flapless and glide to land.

CONVERSION TO EASA PPL. The holder of a NPPL with Simple Single Engine Aeroplane (SSEA) rating may convert to an EASA PPL when they have completed an equivalent to the training requirements for the initial issue of a EASA PPL, hold a valid EASA Class 1 or Class 2 medical and have passed the PPL Skills Test. Full details of the conversion may be found within CAP804 by following the links below.

LIMITATIONS. There are a number of restrictions placed upon the NPPL. Full details of any restrictions may be found on the National Private Pilot's Licence website listed below. Noteworthy limitations include -

- No aircraft ratings or qualifications other than Simple Single Engine Aircraft (SSEA), Microlight and Self Launching Motor Glider (SLMG) may be added to the NPPL.
- For the purpose of the NPPL a SSEA is defined as "a single engine piston aircraft with a maximum take off weight not exceeding 2,000kg and which is not a Microlight or a Self Launching Motor Glider". In a practical context the most popular general aviation aircraft including the Cessna 152 and Cessna 172 along with the Piper PA28 Warrior and PA28 Archer fall within this category, so this restriction is unlikely to affect most NPPL holders.
- Restricted to G (UK) registered aircraft within UK airspace.

CURRENCY. To exercise the privileges of your NPPL all elements of your licence including relevant ratings must be current. To carry passengers the pilot in command must have completed at least 3 take offs and landings as the sole manipulator of controls of an aircraft of the same class during the previous 90 days. In addition to licensing requirements, most clubs require a minimum 28 day currency on their aircraft to provide additional safety and comply with insurance requirements. Please find a brief summary of key items listed below and see the associated sections within CAP804 for full details:

- Private Pilot's Licence
 - The NPPL is issued with lifetime validity.
- Class Rating
 - The Simple Single Engine Aircraft Rating (SSEA) associated with the NPPL is valid for 2 years. It may be revalidated by completing the following during the validity of the current certificate of revalidation of the rating:
 - A General Skills Test, at least 12 hours of flying including: 8 hours as Pilot in Command, 12 take offs and landings, a 1 hour training flight with an instructor and at least 6 flying hours in the 12 months preceding the validity expiry date.
- Radiotelephony operator's license (FRTOL). Valid for life on the condition the holder is proficient to English Level 6 (Expert).
- Medical. Valid between 5 years to 6 months subject to class or type of medical and the age of holder. Class 1 and Class 2 medicals can be renewed by an Aeromedical Examiner (AME) and Medical Declarations can be renewed by General Practitioners.

ADDITIONAL REFERENCES. Additional information can be found by using the following links:

- National Private Pilot Licence
www.nationalprivatepilotslicence.co.uk
- NPPL Licensing: CAP 804 – Section 5 – Part A
- Aircraft Ratings: CAP 804 – Section 4 – Part H
- Radiotelephony: CAP 804 – Section 6 – Part A

www.caa.co.uk/cap804