



THE NATIONAL PRIVATE PILOTS LICENCE

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 1st 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 Cranfield Aero 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 @ £137.36 per hour

£4, 395.52

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

The National PPL for aeroplanes, when conducted at Cranfield Aero 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 CFS Ltd website is: www.cranfieldflyingschool.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

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

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

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.

CAA Approved Flying Training Organisation AFTO 178**Cranfield Flying School**

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