

# NPPL

## Introduction

National Private Pilots Licence (Aeroplanes) (NPPL) is a licence that is issued by the Civil Aviation Authority. All the training for this can be done at Lasham. This section explains what is involved.

## Background

The NPPL came into effect at the end of July 2002. This licence is aimed purely at those wishing to fly for fun rather than those who want a PPL as a stepping stone to a commercial licence and a career in aviation. It is a response to the increasingly bureaucratic and expensive nature of the JAR-regulated PPL and its associated medical requirements which, while they might be appropriate for commercial aviation, impose an excessive burden on recreational pilots.

The NPPL provides a Single Engine Piston (SEP) aeroplane rating. With the SEP rating you will be able to fly aircraft of up to 2,000kg (Piper PA-28s, Cessna 172s etc.) as long as they are so-called simple aircraft types. That essentially means no retractable undercarriages, variable-pitch props, forced induction engines, pressurised cabins, or aircraft which cruise in excess of 140knots.

All of these limitations can be removed by doing extra "Differences" training. The same will apply to the difference between tailwheel and nosewheel aircraft - you will have to be specifically trained on whichever one (or both) you want to fly.

## Medical Requirements

The medical requirements for the NPPL will merely a sign-off by your own GP to a standard equivalent to the DVLA's Group 2 (professional driver) standards. Those who don't meet that, but do meet the Group 1 (private driver) standard, may be able to get a licence limited to flying without passengers, or with another qualified pilot.

The NPPL medical certificate, once issued, does not need to be renewed until your 45th birthday. Between then and your 65th birthday it must be renewed every five years, and after that, annually. The same NPPL medical certificate covers all the NPPL ratings.

## Limitations

The NPPL will be limited to:

- VFR only (no IMC or IR ratings can be added), minimum visibility 5kms (10kms under Special VFR)
- UK-registered aircraft only
- Flight in UK airspace only
- Simple aircraft types only (can be extended with extra training)
- Maximum of three passengers

The NPPL, being by definition a national licence, is not designed to allow you to fly in any foreign country.

**Currency requirements**

To keep the NPPL current will require 6 hours per year (4 of them as PIC) plus a check flight with an instructor every two years. There is a 90-day rule which means that you must have done three take-offs and landings within the last 90 days as sole manipulator of the controls before you can fly with a passenger.

**Training at Lasham**

All the training for the NPPL can be done at Lasham using the Motor Falke. Flying costs £60 per hour. As an ab initio, you need 32 flying hours plus flying tests. As someone with gliding experience up to and including cross-country endorsement, you only need ten hours training and so it is cost effective. The licence is issued for life, with no renewal charges. Note, the medical is extra.

**Exam**

NPPL SLMG applicants are required to pass the JAR-FCL PPL theoretical knowledge examinations.

There is a web site with all the details of the NPPL syllabuses and application forms which you can print out at <http://www.nppl.uk.com/>