

# The Gliding Centre – Husbands Bosworth

## **The National Private Pilots Licence**

The NPPL(SLMG) or National Private Pilot's Licence for Self Launching Motor Gliders is as it suggests, one that allows the holder to fly SLMG aircraft in visual meteorological conditions within UK airspace.

For people wishing to become 'power pilots' it has a number of benefits over the conventional CAA PPL route.

1. The cost of training is cheaper in a "club environment" such as The Gliding Centre, because you aren't normally paying for the instructor's time. (NB Charges may apply if you opt for certain intensive training courses)
2. The hourly rate for use of our aircraft (Falke SF25c G-HBOS) is significantly less than that which is charged for most conventional light aircraft.
3. If you hold a current "Glider Pilot Licence", the mandatory minimum training time is reduced to one third of that required if you don't.
4. The medical certificate that is needed is simpler and less costly to obtain than a conventional CAA Class 2.

The Gliding Centre at Husbands Bosworth is particularly well placed to offer this training. The airfield is licensed for the purpose and we have a suitable aircraft together with 'instructor' members appropriately qualified and willing to offer the necessary training all the way to examination and licence.

Below a chart illustrates the basic requirements and training path to the NPPL(SLMG) licence, from both gliding and non-gliding backgrounds. In addition there is one illustrating the possible paths, that some may wish to follow after that, to Small Single Engine Aircraft (SSEA) ratings and beyond.

	<b>Student with Glider Pilot Licence</b>	<b>Student without Glider Pilot Licence</b>
<b>The minimum required medical standard</b>	NPPL Class 2 medical declaration, Glider Pilot medical declaration, or DVLA Class 2	The same
<b>The minimum mandatory training hours required</b>	<b>10 hours</b> Including minimum of 1 hour solo	<b>30 hours</b> Including minimum of 1 hour solo
<b>Initial training</b>	Approximately <b>2 to 4</b> hours flying training Pass JAR 'Airlaw & Operational Procedures' examination. First solo flight	Approximately <b>8 to 10</b> hours flying training Pass JAR Airlaw & Operational Procedures examination. First solo flight
<b>Consolidation training</b>	Approx <b>4 to 5</b> hours flying training consolidation including further solo flight	Approx <b>10 to 12</b> hours flying training consolidation including further solo flight
<b>Ground School</b>	After suitable training and preparation pass JAR exams in, <ul style="list-style-type: none"> <li>• 'Human Performance and Limitations'</li> <li>• 'Aircraft General &amp; Principles of Flight'</li> <li>• 'Meteorology'</li> <li>• 'Flight Performance and Planning'</li> <li>• 'Navigation'</li> </ul>	After suitable training and preparation pass JAR exams in, <ul style="list-style-type: none"> <li>• 'Human Performance and Limitations'</li> <li>• 'Aircraft General &amp; Principles of Flight'</li> <li>• 'Meteorology'</li> <li>• 'Flight Performance and Planning'</li> <li>• 'Navigation'</li> </ul>
<b>Completion training</b>	Approximately <b>4 to 5</b> hours flying training including navigation	Approximately <b>12</b> hours flying training including navigation
<b>First Flying test</b>	'The Navigation Skills Test' (NST) Approximately 2 hour navigational sortie with examiner	The same
<b>Second Flying Test</b>	Not Necessary	Approximately 2.5 hour Solo Qualifying cross country flight Pre-set by the examiner
<b>Final Flying Test</b>	'The General Skills Test' (GST) Approximately 1 hour general flight handling test with examiner	The same
<b>Apply for licence</b>	The <b>NPPL(SLMG)</b>	The <b>NPPL(SLMG)</b>
<b>Ongoing currency requirements</b>	Must log at least 5 hours (inc 3 as PIC) per 13 months period Log book to be annotated by authorised person	The same

### **Possible onward conversions from this licence**

NPPL(SLMG)	To add SSEA Rating (Light Aircraft)	Difference training with suitably qualified instructor	No exams or tests, typically 3 to 4 hours flying training
NPPL(SLMG)	To add Microlight Rating	Difference training with suitably qualified instructor	One Oral exam, typically 4 to 5 hours flying training and pass GST
NPPL(SLMG) inc SSEA rating	To change to JAR Licence (International)	Difference training with suitably qualified instructor Hold minimum of CAA Class 2 medical certificate	No exams, approximately 15 hours flying training, Qualifying Solo XC and pass GST

If you are interested and wish to follow it up, please speak to our manager Roy Spreckley. He will be pleased to arrange a 'trial lesson' or a course to suit your needs.