

Syllabus for the  
**UNITED KINGDOM**  
**National Private Pilot Licence**  
(Self Launching Motor Glider)

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Designed and produced by the NPPL (SLMG) Instructing and Examining Panel with reference to the AOPA NPPL (SEP) syllabus

# Section 1 – Introduction

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With the introduction of JAR FCL in the UK, the National Private Pilots Licence (NPPL) has been developed as a stand alone, sub-ICAO recreational licence limited to UK National airspace separate from the JAA licensing structure. The NPPL Licensing Group (NPLG) administers the NPPL.

This syllabus is designed for use during a training course for the NPPL (SLMG).

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## Training Objectives

The NPPL (SLMG) syllabus is designed so that the pilots under training are:

- Provided with the experience, the competence in flying and the theoretical knowledge demanded by the ground and flight tests for the initial issue of a NPPL.
- Able to use the motor gliders and facilities of the private flying environment within the privileges of the licence, ratings and qualifications
- Made aware of how to operate in a safe and responsible manner, and with an awareness of their own limitations

## Definitions

The following definitions apply to this document:

**General Skills Test.** Applicants for the NPPL have to demonstrate their ability to perform procedures and manoeuvres in an aircraft for an examiner to assess their competency to hold an NPPL.

**Navigation Skills Test.** Applicants for the NPPL will be required to successfully execute a planned navigation test flight with an examiner prior to undertaking the qualifying solo cross country flight.

**Qualifying Solo Cross Country Flight.** Ab-initio applicants for the NPPL must consolidate the NPPL training course by planning and conducting a solo cross country flight of a defined minimum distance that involves landing at other airfields.

## Reference Material

- Flying Manual for the NPPL<sup>1</sup>
- Aircraft Owners and Pilots Association (AOPA) Flying Instructors Manual
- Ground Training Manuals (eg. the AFE PPL series)
- The Training Aircraft Flight Manual/Pilots Operating Handbook
- Safety Equipment Manufacturers Recommendations & Instruction Leaflets
- Aeronautical Charts 1:500 000
- The ANO (Air Navigation Order)
- LASORS (Licensing, Administration, Standardisation, Operating Requirements & Safety)
- JAR-FCL (Joint Aviation Requirement – Flight Crew Licensing)
- National AIP (Aeronautical Information Publication)
- AICs (Aeronautical Information Circulars)
- CAP 85 – A guide to aviation Law, Flight Rules and Procedures
- CAP413 – Radio Telephony Manual
- CAA GA Safety Sense Leaflets
- Accident Information Bulletins

<sup>1</sup> Currently unavailable

## Contact Addresses.

Useful contact addresses, including those of the Civil Aviation Authority, the British Gliding Association and the Light Aircraft Association are listed in LASORS Section A, Appendix E.

## Section 2 – The NPPL (SLMG) Course

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The objectives of the NPPL (SLMG) course are that student pilots are given adequate theoretical knowledge and flying training to ensure that they are capable of safely operating an aircraft whilst flying in weather conditions appropriate to the visual flight rules.

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**Acceptance for Training.** Before being accepted for training, the student should be informed of the medical requirements for solo and for the application for the NPPL.

**Minimum Age.** First solo – 16 yrs. Issue of NPPL – 17 yrs.

**Medical Requirements.** A certificate of fitness from a GP, equivalent to the DVLA Group 2 professional driving medical standards, is required for solo flying or for passenger carrying. It may be possible for individuals who cannot meet the DVLA Group 2 standards to operate as a solo pilot only with a certificate of fitness equivalent to the DVLA Group 1 standards.

**Training Aircraft.** An adequate training aircraft must be provided by the flying or gliding club and maintained to the appropriate BCAR standards. The types of self launching motor glider accepted as appropriate for training for the NPPL (SLMG) shall be approved by the NPPL (SLMG) Instructing and Examining Panel.

**Training Airfields.** Training for the NPPL (SLMG) shall be conducted at appropriately approved airfields.

**Instruction.** Instruction for the NPPL (SLMG) must be carried out by a holder of either the UK SLMG PPL flying instructor rating or the JAR TMG flying instructor rating.

**Course of Training.** Ab-initio students should complete a minimum course of flying training totalling 32 hours, excluding the General Skill test and the Navigation Skill test.

**Record of Training.** An individual record of training for the NPPL (SLMG) must be maintained for each student and retained by the flying training organisation for 5 years. Particular emphasis should be placed on recording emergency procedure training. The student should sign the record of training at the end of each phase to acknowledge that all the items in the syllabus for that phase have been taught. On completion of training, the students logbook should be signed by the students CFI or his representative as a true record of the completed training.

**NPPL Enquiries.** In the first instance, please view the NPLG website at [www.nationalprivatepilotslicence.co.uk](http://www.nationalprivatepilotslicence.co.uk)

## Section 3 – Theoretical Knowledge Syllabus

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The theoretical examinations for the NPPL (SLMG) are currently the complete JAR-FCL PPL written theoretical examinations. In due course, it may be possible for NPPL students to take NPPL specific theoretical examinations using computer based testing (CBT).

Further detail of each of the theoretical syllabus subjects are contained in the NPPL SEP PPL syllabus section 3 and LASORS.

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The JAR-FCL PPL theoretical syllabus covers the following subjects:

- Aviation Law & Operational Procedures
- Human Performance and Limitations
- Navigation
- Meteorology
- Aircraft (General)
- Principles of Flight
- Flight Performance
- Communications

These subjects should be covered by use of lectures and by a course of directed study.

## Section 4 – Flight Training Syllabus

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The flying training section of the NPPL (SLMG) course will be covered by the exercises listed below, although the exercises will not necessarily be given in the order shown. Further detail of each of the flying exercises is contained in the NPPL PPL SEP syllabus section 4. SLMG specific flying exercises are detailed in this syllabus section 5.

To assist students who may wish to complete a JAR-FCL PPL in the future, the exercise numbering corresponds to the exercises conducted for the JAR-FCL PPL. However, the depth of coverage and time spent on each exercise will be appropriate to the NPPL course. A summary of the NPPL minimum flight training time is tabulated on page 7.

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### Summary of Flying Exercises in the NPPL (SLMG) Flight Training Syllabus

<b>Exercise No.</b>	<b>Exercise Description</b>
1	Familiarisation with the aircraft
1E	Emergency drills
2	Preparation for and action after flight
3	Air Experience
4	Effects of controls <sup>1</sup>
5	Taxying
6	Straight and level flight
7	Climbing
8	Descending <sup>1</sup>
9	Medium turns
10A	Slow flight
10B	Stalling
11A	Spin avoidance
12	Take-off and climb
13	The Circuit, Approach and landing
12E/13E	Emergency procedures (as appropriate)
14	First solo
15	Advanced turning
16	Forced landing without power <sup>1</sup>
17	Precautionary landing
18A	Pilot navigation
19	Instrument appreciation
Revision for the Navigation and General Skills Tests	

<sup>1</sup> SLMG specific exercises apply that are additional to the AOPA or Fly on Track instructor manual

### Minimum Flight Training Time for the NPPL (SLMG) Flight Training Syllabus

Exercise No.	Dual Time	Solo Time	Total Time Dual	Total Time Solo	Total Time Dual/Solo	Details of Exercise
1	)					Familiarisation with the a/c
1B	)					Emergency drills
2	)					Prep. for/after flight
3	) 1.30	-	1.30	-	1.30	Air experience
4	)					Effects of controls <sup>1</sup>
5	)					Taxying
5B	)	-		-		Taxying emergencies
6	1.00	-	2.30	-	2.30	Straight & level flight
7	.45	-	3.15	-	3.15	Climbing
8	.45	-	4.00	-	4.00	Descending <sup>1</sup>
9	.45	-	4.45	-	4.45	Turning
10A	.30	-	5.15	-	5.15	Slow flight
10B	1.00	-	6.15	-	6.15	Stalling
11	.30	-	6.45	-	6.45	Spin avoidance
<b>Section 2</b>						
12	1.15	-	8.00	-	8.00	Take-off/climb to down-wind position
13	1.15		9.15	-	9.15	Circuit approach & landing
12E/13E	.30	-	9.45	-	9.45	Emergencies during Take-off and landing
14	-	.15	9.45	.15	10.00	First solo
<b>Section 3</b>						
12/13	1.00	2.15	10.45	2.30	13.15	Consolidation on circuit Dual/solo
14B	.45	1.00	11.30	3.30	15.00	Leaving circuit, local area, compass turns, circuit rejoining
<b>Section 4</b>						
15	1.00	.45	12.30	4.15	16.45	Advanced turning
16	2.00	.45	14.30	5.00	19.30	Forced landings without power <sup>1</sup>
17	1.00		15.30	5.00	20.30	Precautionary landings
18A/B/E	4.30	4.00	20.00	9.00	29.00	Navigation, map reading Dual/solo x/country, Emergencies
19	1.00	-	21.00	9.00	30.00	Instrument appreciation
Revision	1.00	1.00	22.00	10.00	32.00	Revision as required
<b>Section 5</b>						
Navigation Flight Test	-to be conducted prior to the Qualifying solo cross-country					1.00 (or as required)
Skill Test	-to be undertaken on completion of all the training					1.00 (or as required)

<sup>1</sup>SLMG with flap may require additional dual training time during this exercise

# NPPL SLMG Solo Navigation Briefing Certificate

Note: The completed certificate should remain at the base aerodrome.

I certify that student pilot.....has been briefed for a solo navigation flight as follows:

From.....To.....

From.....To.....

From.....To.....

for an estimated ETD of.....hrs local on (date).....

The navigation plan has been checked and the following items discussed. Where applicable, the required facts have been noted on the flight plan.

<b>Weather</b>	Altitude to fly & terrain clearance. Minimum safety altitude. Destination actual weather.
<b>Route</b>	Requirement and method of maintaining VFR flight Procedures for crossing zones, civil & military Regulated airspace entry/exit lane procedures Danger areas ASR's NOTAMs TNWs including Royal Flights
<b>Destination</b>	PPR? Knowledge of runways, noise abatement, joining procedures, frequencies Landaway procedure, including refuel and booking in/out.
<b>Abnormal/ Emergency Procedures</b>	Knowledge of controlled/regulated airspace & related min altitudes/levels Action in the event of an airspace intrusion Action in the event of weather deterioration and/or fuel shortage Action on becoming lost Use of RT including use of DF & PAN procedure Action in the event of an unscheduled landing
<b>Aircraft</b>	Full fuel and oil level Serviceability Mass & Balance. Mass & Performance
<b>Radio</b>	Use of radio if lost MAYDAY procedure Noting frequencies for normal & emergency use

Certifying instructors signature..... Licence No.....

I certify that I have been briefed for the navigation exercise detailed above and understand that in the event of an unscheduled landing I will contact the CFI or his deputy by the quickest possible means and act according to their instructions.

Student pilots signature.....Date.....Time.....



# NPPL SLMG Solo Cross Country Certificate

Note: the student pilot should carry the certificate during the flight. After flight, the completed certificate should be handed to the authorising instructor for retention at the operating base.

## PILOTS TO NOTE

In the event of a landing being made at a place other than the airfields named below, the authorisation for the flight is terminated. The authorising instructor must be contacted and the flight must not be continued without specific authorisation.

Contact telephone no.....

<p>This is to certify that.....is the student pilot of G-..... and was authorised to leave..... at (time).....(date).....for the purpose of..... ..... ..... Signed.....Authorising CAA SLMG FI</p>
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<p>This is to certify that student pilot.....landed at..... ..... The landing was normal and the standard of airmanship displayed was/not acceptable. As far as can be ascertained, the pilot was alone in the aircraft. I have briefed the pilot for a departure from this airfield. Signed.....CFI/Deputy CFI/Rated Instructor/Air Traffic Control</p>
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<p>This is to certify that student pilot.....landed at..... ..... The landing was normal and the standard of airmanship displayed was/not acceptable. As far as can be ascertained, the pilot was alone in the aircraft. I have briefed the pilot for a departure from this airfield. Signed.....CFI/Deputy CFI/Rated Instructor/Air Traffic Control</p>
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<p>The above cross-country flight was carried out to my satisfaction. Signed.....CAA SLMG FI at student pilots operating base</p>
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## Section 5 – SLMG Specific Exercises

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Some flight exercises for the NPPL (SLMG) are specific to Self Launching Motor Gliders and are naturally not included in the available PPL Flying Instructors Manuals. The following SLMG specific exercises are to be included in the NPPL flying training syllabus at a point appropriate to the flying exercise number:

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### **Exercise 4 - Effect of Airbrake or Spoiler**

**Instructors Note:** *This exercise is to show the effect that airbrake (or spoiler) has on the pitch attitude and to the performance of the aircraft. The reasons for using airbrake (or spoiler) will be covered during subsequent lessons.*

**Demonstration Part 1.** In trimmed level or gliding flight, remove your hands and feet from the flying controls. Point out or remind the student of the location of the airbrake lever. Progressively select  $\frac{1}{2}$  to  $\frac{2}{3}$  airbrake (or spoiler) and note the change of attitude and speed. Close the airbrake (or spoiler) and note the attitude and speed change. Then take control and demonstrate maintaining the attitude and speed while opening and closing the airbrake (or spoiler).

**Student Practice.** Ask the student to take control and maintain the required attitude and speed while he or she opens, pauses, and then closes the airbrake (or spoiler).

**Demonstration Part 2.** In level or gliding flight, while maintaining the required attitude, progressively open the airbrake (or spoiler) to  $\frac{1}{2}$  and note the increased rate of descent. Fully open the airbrake (or spoiler) and note a further increase in the rate of descent. Close the airbrake (or spoiler) and note the reduction in descent rate.

**Summary:** *The airbrake (or spoiler) can affect the pitch attitude and therefore the speed of the aircraft. More significantly, the airbrake (or spoiler) affects the rate of descent of the aircraft. The operational use of airbrake will be covered later.*

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### **Exercise 8 – Gliding Performance Appreciation**

**Instructors Note:** *During exercise 16 the student will be expected to have an appreciation of the glide performance of the aircraft to enable him or her to make appropriate judgement when gliding to a landing area. Additionally, pilots of SLMG's will inevitably utilise the aircraft for soaring flight with the engine stopped. This exercise demonstrates the best glide performance against a glide flown at an inappropriate speed. The exercise is best flown in a non-soaring environment.*

**Demonstration 1.** At an appropriate height, note the position above the ground and close the throttle. Fly the aircraft in the straight glide at the best glide speed and note the rate of descent. Having descended approximately 1000', again note the aircraft position.

**Demonstration 2.** Climb away and then close the throttle at the same position and height above the ground as in as the previous demonstration. Fly the aircraft in the straight glide on approximately the same heading as the previous demonstration, but at, say, 20 kts faster than best glide speed and note the rate of descent. Having descended approximately 1000', again note the aircraft position. Note the shorter distance travelled for a similar height loss.

**Summary:** *The speed of the aircraft significantly affects the glide performance. The operational use of appreciating glide performance will be covered during exercise 16, 'forced landings without power'.*

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## **Exercise 16 – Stopping and Starting the Engine in Flight**

**Instructors Note:** *This exercise has significant airmanship implications! It is, of course, important that the instructor ensures that the student is fully aware of the requirement to remain within gliding range of an airfield with the engine stopped, and to ensure that he or she understands the concept of a height envelope, including a 'height floor'. For example:*

*3000' – Stop the engine*

*1500' – Restart the engine*

*1000' – Exercise 'height floor'. Abandon engine start attempt.  
Get established in the glide circuit*

*This exercise demonstrates the procedure for stopping and starting the engine in flight using normal engine starting for the aircraft type.*

**Demonstration - Stopping.** Having carefully addressed the airmanship considerations, at an appropriate height and position (ideally close to an airfield) reduce the power to allow the engine to cool to the recommended temperature. Having achieved the recommended temperature, stop the engine as recommended in the flight manual or pilots notes. Note any post engine stop requirements, for example electrical power conservation, propeller adjustment, engine cooling flap closure, etc.

If the type has no recommended engine stopping procedure, the following guidelines may be appropriate. After the engine cooling down period:

- Carb Heat 'Check Fully Hot'
- Ancillary electrics 'Off'
- Radio 'Off'
- Ignition 'Off'
- Fuel 'Off'
- Check airspeed
- Apply the propeller brake, or feather the propeller, or reduce the airspeed until the propeller stops
- Adopt the normal gliding attitude
- Radio 'On'

**Demonstration – Starting.** Having addressed the appropriate airmanship considerations and any pre starting requirements, for example un-feathering the propeller or opening cooling flaps, etc, start the engine as recommended in the flight manual or pilots notes.

If the type has no recommended engine starting procedure, the following guideline may be appropriate. If above the minimum height to attempt a start:

- Fuel 'On'
- Choke 'As required'
- Throttle 'Set'
- Ignition 'On'
- Radio 'Off'
- Starter 'Operate', and when engine starts,
- Choke 'Off'
- Starter Warning 'Check'
- Oil Pressure & Temperature 'Check'
- Carb Heat 'Cold'
- Radio 'On'

**Summary:** *Stopping and starting the engine in flight is a relatively complex procedure and in some types may require the use of flight reference cards. **The priority must always be to FLY the aircraft, and to remain in gliding range of a safe landing area.** Switching off the ignition and fuel will prevent the engine running under its own power but the gliding speed will continue to make the propeller rotate due to the windmilling action of the slipstream.*

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## **Exercise 16 – Windmill Starting the Engine in Flight**

**Instructors Note:** *This exercise uses a considerable amount of height, and therefore the airmanship considerations previously described in exercise 16 should again be addressed. This exercise should be carried out close to an airfield. Consideration*

*should also be given to some older aircraft types with a low Vne – the speed required to windmill the propeller may be too close to Vne for safe windmill starting.*

*It is important that the student is made aware that electrical failure could occur while attempting to start the engine in flight - for example a discharged battery or failed starter motor. This exercise demonstrates the procedure for windmill starting the engine in flight.*

**Demonstration.** Having addressed the airmanship considerations, including an agreed start attempt 'height floor', fly the aircraft at best glide speed and close to the airfield. Having noted any pre-starting requirements, carry out a windmill start as recommended in the flight manual or pilots notes. If the type has no recommended procedure for a windmill start but the type is approved for a windmill start, the following procedure may be appropriate:

- Fuel 'On'
- Throttle 'Set as for a ground start'
- Choke 'As Required'
- Ignition 'On'
- Radio 'Off'
- Propeller 'Unfeather'
- Accelerate to windmill the propeller (speed is type specific)
- When engine starts, reduce the airspeed
- Adjust the power setting as required
- Choke 'Off'
- Radio 'On'

**Summary:** *The windmilling action of the slipstream can be utilised to start the engine in the event of a failure of the aircraft normal engine starting system. Care must be taken to avoid over-speeding the engine and propeller during the post start recovery. A windmill start attempt will invariably use a significant amount of height.*

## Section 6 –Advice to Instructors

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Operational experience of training in Self Launching Motor Gliders within the British Gliding Association has developed the following advice to instructors additional to that contained within the available PPL Flying Instructors Manuals and the Flying Manual for the NPPL:

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**Gliding Airfields.** NPPL (SLMG) flight training may take place alongside winch launched gliding operations. Instructors should ensure that they and their students are fully conversant with the site procedures for ensuring adequate launching separation.

**Performance.** Some SLMG aircraft types have limited climb performance when compared to other powered aircraft. Instructors should ensure that their students are fully aware of the precautions required in the event of precipitation before take-off, and that they are fully aware of the many factors that can affect take-off and climb performance.

**Airbrakes or Spoilers.** In many SLMG aircraft types, in the event of a 'go around' or baulked landing it is necessary to move the left hand from the airbrake (or spoiler) lever to the stick and the right hand from the stick to the throttle. All instructors and their students should be fully briefed on the required procedure to change from the approach or landing with airbrake (or spoiler) to the take-off or climb under power. For example:

- Close and lock the airbrake (or spoiler) and adopt the appropriate attitude
- Move the left hand to the control column and then the right hand to the throttle
- Apply power

**Carburettor Icing.** All pilots should be made aware of carburettor icing during the course of their theoretical and flight training. However, some SLMG aircraft types are less prone to carburettor icing because of design features such as carburettor position and/or air inlet position. It is likely that this has influenced some instructors and students to become complacent about use of carburettor hot air in flight. Instructors should ensure that their students use carburettor hot air on all occasions appropriate to the engine and aircraft type, and are reminded of the primacy aspects of the student noting the use of carburettor heat during the first and every subsequent flight.

**Self Launching Sailplanes.** It is unlikely that any retractable engine self-launching sailplane will be appropriate for training for the NPPL (SLMG). Advice on operating this type of SLMG and on appropriate differences training can be obtained from the NPPL (SLMG) Instructing and Examining Panel.

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## **The Navigation Skills Test**

The Navigation Skill Test (NST) is a qualifying requirement for the grant of a NPPL (SLMG) or NPPL (SSEA). The aim of the test is to provide an independent check of the student pilot's ability to apply visual navigation techniques, to prepare for an in-flight diversion, to liaise with ATC and, in the case of the SLMG NST only, to navigate safely following change to the planned route resulting from an unsuccessful soaring opportunity. Before attempting this test, the student must have satisfactorily completed all the dual navigation training in the NPPL syllabus, except as defined for applicants claiming cross-crediting allowances against training as outlined in the NPPL Licence Allowance document. The student must have passed the Navigation Skill Test before undertaking the qualifying solo cross-country.

### **The test comprises the following:**

1. Flight planning and self briefing (including assessment of weather suitability) for a route of not less than 60 minutes flying time.
2. In-flight recording of the progress of the flight. Notes made on the map are acceptable for this requirement.
3. ATC liaison and compliance; observance of ATC Regulations and Rules of the Air.
4. DR navigation (correction of track error, revision of ETA, heading-setting technique including, where fitted, synchronising directional gyro with magnetic compass in flight).
5. Map reading. 'Track crawling' through continuous map reading will not be considered an acceptable visual navigation technique.
6. Maintenance of heading, height and airspeed at normal cruising levels.
7. (*SLMG only*) Re-establishment of position by visual methods following deliberate disruption of the original flight plan, simulating an unsuccessful attempt to take advantage of an off-track soaring opportunity.
8. Diversion procedure following simulated adverse weather conditions en-route.

### **Pre-Flight Planning Requirements**

#### Weather

- obtaining appropriate information
- interpreting the information
- assessing weather suitability

#### Airspace

- obtaining appropriate information including relevant NOTAMs

- interpreting the information
- assessing any threats

Navigation flight plan & map preparation

Fuel plan & aircraft loading

Booking out/ local procedures

### **Flight Test Procedure**

1. The route should not be made available to the applicant earlier than 2 hours before walking out to the aircraft.
2. The applicant must not have practised (either dual or solo) flying the route to be used.
3. The flight is to be non-stop; i.e. without an intermediate landing.
4. Radio navigation aids or GPS may not be used, except during the practice diversion once the applicant has made an initial assessment of the required heading to the diversion and the ETA at the diversion. If such navigation aids are used, their correct use will be assessed. Radar navigational assistance may not be used at any time.
5. The planned route is normally to be A - B - C, subject to the following provisos:
  - leg A - B should require at least 20 mins flight time;
  - track change at B should be between 60° and 120° and the distance B - C should require at least 20 mins flight time.
6. During leg B-C:
  - (*SLMG only*) between about 10-15 min after B the examiner will direct the applicant, simulating changed soaring opportunities, to a position about 5 nm off track.
  - (*SLMG only*) when directed, the applicant must make and implement an appropriate decision either to regain the planned track or to plan a revised track direct to the next turning point.
  - between 10-15 min after B (or, *SLMG only*, once the applicant's revised tracking and timing have been assessed), the applicant will be told to assume weather deterioration and to prepare for a practice diversion to a point not less than 20 nm off track.



- The test may be terminated when the applicant has demonstrated the ability to track towards the diversion for not less than 10 minutes, has told the examiner the location of the aeroplane and has given an acceptable ETA at the diversion.
7. Appropriate systems management, including fuel use and carburettor heat operation is to be assessed throughout the test.
  8. The record of the flight in the applicant's logbook is to include the examiner's signature and examiner number, stating that the flight was a NST and whether a successful pass was achieved. The planned route is to be shown in the remarks column, together with details of the diversion point. Successful applicants should log the flight time as PIC U/S.

## Section 7 – Record of Flight Training (Phases 1-4)

**Students Name:**

Students Address:

Students Phone Number & E-Mail Address:

Flying Training School/Club:

### Phase 1

Phase 1 Exercise	Description	Date Completed	Instructors Signature
1	Aircraft Familiarisation		
1E	Emergency Drills		
2	Preparation for & Action after Flight		
3	Air Experience		
4	Effects of Controls		
5	Taxying		
6	Straight & Level Flight		
7	Climbing		
8	Descending		
9	Medium Turns		
10A	Slow Flight		
10B	Stalling		
11A	Spin Avoidance		

Phase 1 Flying Exercises Taught - Student Signature:

## Phase 2

Phase 2 Exercise	Description	Date Completed	Instructors Signature
12	Takeoff & Climb		
13	The Circuit, Approach & Landing		
12E/13E	Emergency Procedures		
14	First Solo		

Phase 2 Flying Exercises Taught – Student Signature:

## Phase 3

Phase3 Exercise	Description	Date Completed	Instructors Signature
12/13	Consolidation of Exercises 12 & 13		
14B	Consolidation of Exercise 14		

Phase 3 Flying Exercises Taught – Students Signature:

## Phase 4

Phase 4 Exercise	Description	Date Completed	Instructors Signature
15	Advanced Turning		
16	Forced Landing without Power		
17	Precautionary Landing		
18A	Pilot Navigation		
18E	Navigation Emergencies		
19	Instrument Appreciation		

Phase 4 Flying Exercises Taught – Students Signature:

Date Flight Training Syllabus Completed	Examiner Signature	Student Signature

## Section 8 – Examining Record

The NPPL SLMG flight tests comprise of the Navigational Skills Test (NST) and the General Skills Test (GST). The following documents are designed for use by the examiner during the testing process. The completed forms should be forwarded with the licence application.

- NPPL SLMG NST Examining Record
- NPPL SLMG GST Examining Record

## NPPL SLMG GENERAL SKILLS TEST EXAMINING RECORD

*Note. It is not essential that the whole test be completed in one flight provided the date on which the candidate was found proficient is inserted against each item of the test. The whole test must be completed within 28 days.*

Applicants Name			For official use. CAA Reference :	U	K	N	P										
Aircraft type:	Registration:	Place of test:															
<b>PREPARATION FOR FLIGHT:</b>			Date	<b>FORCED LANDINGS WITHOUT POWER:</b>				Date									
Weather suitability				Checks													
Aeroplane documents check				Procedure													
Personal equipment check				Judgement													
Weight, balance & performance – calculate				<b>INSTRUMENT FLIGHT BY SOLE REFERENCE TO INSTRUMENTS:</b>													
Pre-flight inspection																	
Booking out				Straight & level													
Passenger briefing				Descending & descending turning													
<b>STARTING, TAXIING &amp; POWER CHECKS:</b>				Turns onto specified headings													
Pre & post start checks				Recovery to straight & level flight from climbing/descending turns													
Taxiing technique				<b>NAVIGATION &amp; ORIENTATION:</b>													
Power checks								Recognition of features									
<b>TAKE-OFF:</b>				Assessment of heading													
Pre-take-off checks (vital actions)				<b>AIRFIELD APPROACH PROCEDURES</b>													
Assessment of crosswind component								CIRCUIT PROCEDURE:									
Checks during & after take-off				Powered circuit													
Normal take-off				Gliding circuit													
Crosswind take-off				Bad weather circuit													
<b>AERODROME DEPARTURE PROCEDURES</b>				<b>APPROACH &amp; LANDING:</b>													
CLIMBING								Pre-landing checks (vital actions)									
STRAIGHT & LEVEL				Powered approach													
DESCENDING WITH POWER				Glide approach													
TURNING:				Flapless approach													
Level				Shortfield landing													
Climbing				Crosswind landing													
Descending				Assessment of crosswind component													
At steep angle of bank				Missed approach procedure													
<b>STALLING/UNUSUAL ATTITUDES:</b>				Checks after landing													
Knowledge of aircraft manoeuvre limitations & speed limitations				STARTING/STOPPING THE ENGINE IN FLIGHT													
Checks before stalling				<b>SIMULATED EMERGENCIES</b>													
Flight at 1g clean stall speed + 5kts and flight at 1g airbrake/spoiler deployed stall speed + 5 kts – level, climbing, descending & turning								Engine fire in the air/on the ground									
								Cabin fire in the air/on the ground									
Recognition of incipient stall				Engine failure after take-off													
Recovery from incipient stall				ENGINE & SYSTEMS HANDLING													
Recovery from a developed stall:				USE OF CARBURETTOR HEAT													
Straight				<b>AIRMANSHIP – AWARENESS:</b>													
Turning								Look-out									
In approach configuration				Positioning – airspace, hazards, weather													
Recognition of incipient spin				Air Traffic Control/Other airfield users liaison													
Recovery from an incipient spin:				Aerodrome discipline													
Gliding				<b>ACTION AFTER FLIGHT:</b>													
At climb power								Engine shut-down									
In approach configuration								Parking & securing aircraft									
				Recording of flight details													

I certify that:

- a) I have examined the applicants training record and logbook.
- b) I am satisfied that the applicant has reached the standards of flying required to pass the NPPL SLMG GST.
- c) I have retained a copy of this completed document.

Examiner's Signature:	Examiners Name:	CAA Authority No: X	Date:
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## NPPL NAVIGATION SKILL TEST REPORT

Applicant's Name		For Official use CAA Reference													
Applicant's Signature		U	K	N	P										

It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, renewal, or variation of any certificate, licence approval, permission or other document. Persons so doing render themselves liable, on summary conviction to a fine not exceeding the statutory maximum (currently £5,000, or in Northern Ireland £2,000) and on conviction on indictment to an unlimited fine or imprisonment for a term not exceeding 2 years or both.

Date of Test: .....Place of Test: .....

Aircraft Type & Registration			
Block Times	Departure	Arrival	Duration
Route:			
Result:			
Re-test: (Details as required)			
Retraining requirement if required:			
Remarks:			
This test was conducted in accordance with NPPL Syllabus SLMG* / SSEA*			
Examiner's Name:			
Examiner's Signature:			
Examiner's CAA Authorisation Number:			

\* Delete as applicable