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Cancels AIC 3/2004 (White 92)

NATIONAL PRIVATE PILOT'S LICENCE (NPPL) - THE AIR NAVIGATION (AMENDMENT)(NO. 2) ORDER 2007**1 Introduction**

1.1 The Air Navigation (Amendment)(No. 2) Order 2007 ('the Order') was made on 12 December 2007 and came into force on 31 January 2008. The Order amended a number of provisions in the Air Navigation Order 2005 relating to the National Private Pilot's Licence (NPPL). This Circular provides guidance for those affected by the changes.

1.2 The changes promulgated in the Order were subject to public consultation by the CAA, information relating to which may be found at: <http://www.caa.co.uk/pldconsultations>

1.3 No changes to revalidation requirements are introduced for existing UK PPL (ie not NPPL) Microlight or SLMG licence holders, or for those with specific Microlight or SLMG Class Ratings included in JAR-FCL aeroplane pilot licences.

1.4 This Circular supersedes AIC 3/2004 (White 92) dated 8 January 2004, which is withdrawn.

2 Outline Changes Concerning the National Private Pilot's Licence (Aeroplanes)

2.1 The Order introduces extensive changes to the Air Navigation Order 2005 provisions for the NPPL. These are covered in more detail later in this Circular.

2.2 The Order introduces a new Article 27(4), which makes provision for ratings, and qualifications specified in Part B of Schedule 8 to be included in pilot licences. Those included in Section 1 of this Part may only be included in a UK or JAR-FCL licence (ie not NPPL); those included in Section 2 of this Part may be included in any UK, JAR-FCL licence or National Private Pilot's Licence (Aeroplanes).

2.3 The Order introduces a new Article 31A, which states that the holder of a United Kingdom Licence, a JAR-FCL Licence or a NPPL (Aeroplanes) is not entitled to exercise the privileges of any rating specified in Section 2 of Part B of Schedule 8 which is included in the licence unless the licence includes a certificate of revalidation in respect of the rating issued and valid in accordance with Section 3 of Part C of Schedule 8.

3 Changes to Medical Requirements

3.1 A new Article 32A is introduced to make the specific requirement for a medical declaration for the National Private Pilot's Licence, and a new Article 32B covers the requirements common to medical certification and medical declaration. No significant changes to medical provisions have been made beyond administrative harmonisation; however, holders of National Private Pilot's Licences are recommended to read these provisions.

4 Training for Landing on or Taking Off from Water

4.1 A new Article 32C introduces a requirement whereby the pilot in command of an aircraft which takes off from or lands on water must complete appropriate training to be recorded in his personal flying log book. There are related provisions in Schedule 8 introducing the requirement for differences training for SSEA and Microlight seaplanes.

4.2 The requirements for SSEA and Microlight seaplanes have been developed from two distinct sources. The first source is from practice established in CAP 53 and continued in LASORS for Single Engine Piston Seaplanes, the second being from the NPPL established practice of requiring differences training for additional ratings. The requirements for Microlight and SSEA seaplanes introduced by the Order were developed in consultation with the NPPL Policy and Steering Committee, whereas those in LASORS 2008 have been developed from Single Engine Piston Seaplane requirements. Thus there will, for a short period, be an apparent discrepancy between LASORS 2008 and the Air Navigation Order 2005 in respect of seaplane requirements for SSEA and Microlight Class Ratings.

4.3 Following consultation with the NPPL Policy and Steering Committee, it has been agreed that the requirements for SSEA seaplanes should be harmonised with those for the Single Engine Piston Seaplane Class Rating, whereas those for Microlight seaplanes should remain as established in the Order. The CAA intends in the near future to revise requirements and guidance to reflect this.

5 Changes to Schedule 8

5.1 Changes to Instructor privileges relating to the JAR-FCL PPL(A) and the NPPL

5.1.1 These changes introduce provisions for flight instruction on NPPL class aeroplanes that were omitted from the original legislation, and those either conducting, or planning to conduct, instruction on Microlights and SLMG should read these provisions in detail.

5.1.2 Provision is introduced at Schedule 8 Part A Section 2 Sub-Section 1 Paragraph 4 to add privileges for holders of a JAR-FCL PPL(A), which include flight instructor, flying instructor or assistant flying instructor ratings to instruct for remuneration on Microlights and SLMG.

5.1.3 Provision is introduced at Schedule 8 Part A Section 3 Paragraph 4 to add privileges for holders of National Private Pilot's Licences which include flying instructor or assistant flying instructor ratings to instruct for remuneration on Microlights and SLMG.

5.1.4 It must be noted that the Order does not make any changes to the privileges for flight instruction on SSEA, and that JAR-FCL requirements for Flight Instructor ratings on SEP are still required to be met in order to instruct on SSEA.

5.1.5 These changes will have two major effects. First, the instructional privileges for JAR-FCL PPL(A) and NPPL are now consistent with those of the UK PPL(A) and this should remove much of the scope for confusion between the different licences. Second, those instructing on Microlights and SLMG should no longer require an exemption to do so. Given that individual circumstances vary, general guidance may not be appropriate and those who currently hold exemptions which confer instructional privileges on Microlights and SLMG are advised to consult Personnel Licensing Department prior to the renewal of their exemption. Contact details are provided here:

<http://www.caa.co.uk/pldcontactdetails>

Where JAR-FCL PPL(A) and NPPL holders hold individual exemptions which grant privileges to instruct on SLMG or Microlights, these are not required from 31 January 2008. Organisations such as the LAA (formerly the PFA) holding exemptions for instructional schemes will have their exemptions reviewed on application for renewal and amended if necessary.

5.2 Restructuring of Schedule 8 Part B

5.2.1 Part B of Schedule 8 has been restructured to separate the ratings which may be included in UK and JAR-FCL licences from those which may be included in all licences, to ensure consistency with the revised Article 27(4).

5.2.2 Section 2 is introduced and sets out the ratings which may be included in a UK aeroplane licence, a JAR-FCL aeroplane licence and a NPPL. The ratings that may be so included are:

- (a) Microlight Class Rating;
- (b) SSEA Class Rating;
- (c) SLMG Class Rating;
- (d) Flying Instructor's Rating (Microlight);
- (e) Flying Instructor's Rating (SLMG);
- (f) Assistant Flying Instructor's Rating (Microlight).

5.2.3 From 31 January 2008 holders of UK and JAR-FCL aeroplane pilot licences may have SSEA, SLMG and/or Microlight Class Ratings included in their licences. However, it is anticipated that practically there will be limited demand for such Ratings as there will be no changes implemented to the existing privileges of SEP Class Rating holders.

5.2.4 The requirements for differences training in respect of SSEA and Microlights have been moved from Part A Section 3 to Part B Section 2. The effect of this change is to ensure that the same requirements are met for SSEA and Microlight Class Ratings regardless of the licence held.

5.2.5 Section 3 is introduced and sets out the requirements for revalidation of SSEA, SLMG and Microlight Class Ratings. The aim of this change is to harmonise revalidation requirements for SSEA, SLMG and Microlight Class Ratings and to introduce consolidated revalidation requirements for holders of more than one such Class Rating. SSEA, SLMG and Microlight Class Ratings have, from 31 January 2008, been issued with a validity period of 24 months. The revalidation requirements for SSEA, SLMG and Microlight Class Ratings, as listed in Section 3, are detailed in the next section of this Circular.

5.3 Revised Revalidation Requirements

5.3.1 The changes to revalidation requirements for SSEA, SLMG and Microlight Class Ratings do not apply to existing UK (ie not NPPL) Microlight or SLMG licence holders or those with specific Microlight or SLMG Class Ratings included in JAR-FCL aeroplane pilot licences. With the exception of those licence holders who elect to revalidate their ratings by General Skill Test, the revalidation requirements for SSEA, SLMG and Microlight Class Ratings are stated in the Order as follows:

- (1) In the case where one of SSEA, SLMG or Microlight Class Rating is held:
 - (a) The holder has, in an aeroplane coming within the aeroplane Class Rating, within the period of validity of the current certificate of revalidation for the rating:
 - (i) Flown at least 12 hours which includes at least 8 hours as pilot in command;
 - (ii) completed at least 12 take-offs and 12 landings;
 - (iii) subject to sub-paragraph (b), undertaken at least 1 hour of flying training with an instructor entitled to give instruction on aeroplanes of that class; and
 - (iv) flown at least 6 hours in the 12 months preceding the validity expiry date.
 - (b) Where the holder has not undertaken the flying training specified in paragraph 1(a)(iii) a certificate of revalidation may be issued but must be endorsed 'single seat only'.
- (2) In the case where more than one of SSEA, SLMG or Microlight Class Ratings are held:
 - (a) The holder has, within the period of validity of the current certificate of revalidation for each rating:
 - (i) Flown a total of at least 12 hours in an aeroplane coming within **any** of the aeroplane Class Ratings which are held which includes at least a total of 8 hours as pilot in command;
 - (ii) completed not less than 12 take-offs and 12 landings in an aeroplane coming within **any** of the aeroplane Class Ratings which are held;
 - (iii) subject to sub-paragraph (b), in an aeroplane coming within **each** of the aeroplane Class Ratings which are held, either:
 - (aa) Flown at least 1 hour as pilot in command; or
 - (bb) undertaken at least 1 hour of flying training with an instructor entitled to give instruction on aeroplanes of that class;
 - (iv) subject to sub-paragraph (b), undertaken at least 1 hour of flying training in aeroplanes coming within any of the aeroplane Class Ratings which are held, with instructors entitled to give instruction on aeroplanes of those classes; and
 - (v) flown at least 6 hours in the 12 months preceding the specified date in an aeroplane coming within any of the aeroplane Class Ratings which are held.
 - (b) Where the holder has flown at least 1 hour as pilot in command as specified in paragraph 2(a)(iii)(aa) but has not undertaken the flying training specified in paragraph 2(a)(iv) a certificate of revalidation may be issued but must be endorsed 'single seat only'.

5.3.2 In all cases, certificates of revalidation for NPPL holders have since 31 January 2008, been included in licences and not in personal flying logbooks. Examiners revalidating and renewing SSEA, SLMG and Microlight Class Ratings will be provided with blank Certificate of Revalidation pages

6 Transition Arrangements for existing NPPL holders.

6.1 Transition arrangements will be implemented within the 'transition period' from 1 February 2008 until 30 June 2009.

6.2 A licence holder with a valid SSEA Class Rating according to the previous 'rolling validity' requirement will be required to revalidate within the transition period. The new validity period of 24 months will apply from the date of that revalidation.

6.3 Where a licence holder is revalidating their SLMG or Microlight Class Rating according to the previous (5 hours in 13 months) requirement, after 31 January 2008 the new validity period of 24 months will apply from the date of that revalidation.

6.4 From 31 January 2008 SSEA Class Ratings will not automatically confer privileges on SLMG or Microlights. However, licence holders currently exercising such privileges may continue to exercise these privileges existing at 31 January 2008 until their first revalidation after that date or until 30 June 2009, whichever is the sooner. Thereafter the new revalidation requirements will apply. For example, the holder of an NPPL with SSEA Class Rating who flies SSEA and Microlight, will on revalidation have SSEA and Microlight Class Ratings added to their licence, each of which will be valid for 24 months.

6.5 During the transition period two General Exemptions will apply to those holders of NPPL with SSEA Class Ratings who completed the relevant SLMG and/or Microlight 'differences training' and were current before 31 January 2008. These exemptions will permit such SSEA Class Rating holders to continue to fly SLMG and/or Microlight aeroplanes under the privileges of their SSEA Class Rating until their next revalidation or 30 June 2009, whichever occurs first.

7 Arrangements for the issue of new NPPLs

7.1 From 31 January 2008, new National Private Pilot's Licences will be issued with the relevant SSEA, SLMG or Microlight Class Rating valid for 24 months from the date of test. There will be no change to the licence issue process. The date of test and the date of the end of the period of validity will be entered in the Certificate of Revalidation page. It remains the responsibility of the licence holder to ensure that the revalidation requirements are met.



This Circular is issued for information, guidance and necessary action.