

## Gaining a Flying Licence at Hull Aero Club

Contrary to what you may think, nearly everyone can learn to fly. The principal requirements are commitment and patience. Flying is not cheap but the costs are spread out over time and are not excessive when compared with those of other recreational pursuits. To find out more about flying, whether for leisure or as part of a flying career, you should visit the club and talk to us. You will be very welcome. In the meantime, the notes on this page will give some idea of what is involved.

Hull Aero Club offers training on light aeroplanes and microlights. There are two basic qualifications that provide a private pilot's licence for these aircraft: the JAR PPL(A) and the NPPL(A) or NPPL(M). In these abbreviations JAR stands for Joint Aviation Requirements. The 'A' denotes aeroplanes and the 'M' denotes microlights.

**JAR PPL(A)** This is an internationally recognized qualification. It is the primary requirement for general flying. In its basic form it allows the holder to fly aeroplanes up to 5700Kg powered by a single piston engine and can be extended to allow flying under instrument conditions in the UK. The JAR licence is a necessary starting point for those who wish to become commercial pilots.

**NPPL (A)** This is the basic licence for recreational flying. This is a UK qualification that is currently valid only in this country. It allows the holder to fly aeroplanes powered by a single piston engine with a maximum of 4 seats, under visual flight rules. Holders of the NPPL(A) can, however, upgrade to the JAR PPL(A) licence with further training.

**NPPL (M)** The basic licence for Microlight flying, both flexwings and 3-axis. This is a UK qualification that is currently valid only in this country but may be used in certain other states by individual agreement. It allows the holder to fly aeroplane up to 450Kg with a maximum of 2 seats under visual flight rules. Holders of the NPPL(M) can, however, upgrade to the (A) or JAR PPL(A) licence with further training.

The summary below outlines the requirements for the JAR and National licences. More detailed information will be found by following the links to the official syllabuses.

### 1. The JAR PPL(A)

The student must complete a minimum of 45 hours training before the licence may be applied for. Within this time there must be a minimum of 10 hours solo flying as well as other basic training in aircraft handling, aerodrome procedures and navigation. The training culminates in a 'skill test' by an external examiner.

There is no lower age limit for learning to fly but students must be 14 to log hours towards the licence, 16 to fly solo and the licence cannot be awarded before their 17th birthday. There is no regulatory upper age limit but insurance and medical conditions may prevail.

Students may not fly solo without a valid medical certificate. For the JAR licence this requires an examination by a CAA approved medical examiner. It is therefore advisable to have the medical at an early stage in the training.

In addition to the practical flight training and skill test, there are seven multi-choice written examinations which can be taken at Hull Aero Club. Additionally there is a radio practical test.

Most students self- study for these subjects using the textbooks and course materials we provide through our Pilots' Shop. Ground school is however available for those who wish it.

## **2. The NPPL(A)**

The course is essentially similar to the JAR PPL(A) although the following distinctions apply

A minimum of 32 hours training is required. The written work is identical.

The medical examination must be performed by the student's GP and is based upon the DfT HGV Class 2 medical standard.

## **3. The NPPL(M)**

The course is essentially similar to the NPPL(A) although the following distinctions apply:

A minimum of only 25 hours training is required. Five ground examinations are necessary.

For further details on this qualification, please visit [www.rmaviation.co.uk](http://www.rmaviation.co.uk)

## **4. How long does it take ?**

You may take as long as you like to complete the training for either JAR or National licence but the medical examination has a limited validity dependent on age and certain of the written examinations have a validity of 18 months or 12 months for NPPL (M). This means you may have to retake certain exams and have further medicals if you take longer than this to complete.

Taking on average a lesson a week, most students can obtain their licence in about a year and certainly with 24 months. This is a little dependent on the starting time as certain training (particularly solo work) requires favourable weather.

It is possible to take a break and resume training later. The hours accumulated can be used for up to 10 years but, as explained, further medicals and retaking of exams may be required.

## **5. How much must I fly to retain my licence ?**

The JAR PPL(A) is valid for 2 years. The minimum required to retain a private pilot's licence is 12 hours flying in the second year of validity. One hour must be with an instructor, who signs your logbook to state that your flying is of an adequate standard.

For the NPPL(A) and NPPL(M) it is similar but only 6 hours per annum is required.

## **6. How much does it all cost ?**

You should budget for something like £5k to obtain a JAR PPL(A) and proportionately less for an NPPL(A). A detailed breakdown of costs is available separately and discounts are available for those able to book blocks of lessons in advance. It is worth noting that costs are usually greater during training than afterwards because you have to pay for instruction, books and equipment and the fee for the issue of the licence itself.