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

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).

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 distance that involves landing at and returning from another airfield.

Reference Material

- Flying Manual for the NPPL[1]
- 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[2]
- Accident Information Bulletins

[1] Currently unavailable

[2] Available on CD-ROM

Contact Addresses.

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

Section 2 – The NPPL (SLMG) Course

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.

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, view the NPLG website www.nppl.uk.com.

Section 3 – Theoretical Knowledge Syllabus

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.

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

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.

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

Exercise No.	**Exercise Description**
1	Familiarisation with the aircraft
1E	Emergency drills
2	Preparation for and action after flight
3	Air Experience
4	Effects of controls[1]
5	Taxying
6	Straight and level flight
7	Climbing
8	Descending[1]
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[1]
17	Precautionary landing
18A	Pilot navigation
18B	Navigation at lower levels
19	Instrument appreciation
Revision for the Navigation and General Skills Tests	

[1] SLMG specific exercises apply that are additional to the AOPA 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 [1]
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 [1]
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
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
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
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 [1]
17	1.00		15.30	5.00	20.30	Precautionary landings and operations at minimum level
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

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)

[1]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……

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.

Weather	Altitude to fly & terrain clearance. Minimum safety altitude. Destination actual weather.
Route	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
Destination	PPR? Knowledge of runways, noise abatement, joining procedures, frequencies Landaway procedure, including refuel and booking in/out.
Abnormal/ Emergency Procedures	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
Aircraft	Full fuel and oil level Serviceability Mass & Balance. Mass & Performance
Radio	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 airfield 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…….

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

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

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

The above cross-country flight was carried out to my satisfaction.

Signed……CAA SLMG FI at student pilots operating base

Section 5 – SLMG Specific Exercises

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:

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 ½ to 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 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.*

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'.*

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*.

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

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:

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.

CONDUCT OF THE NPPL SLMG NAVIGATIONAL SKILLS TEST

Examiners should note that the Navigation Skills Test (NST) is a qualifying requirement for the grant of the NPPL SLMG and should be carried out prior to the General Skills Test (GST). The aim of the NST is to provide an independent check of the student pilot ability to apply visual navigation techniques; to continue to navigate safely when forced by weather or other constraints to vary the planned flight profile; to execute an in-flight diversion; and to liaise with Air Traffic Control. To pass the test, the student pilot must have received dual navigation training on a recognised PPL course.

The following are requirements of the NST:

- The student must not have practised the proposed NST route (dual or solo) and the route should not be made available to the student earlier than 2 hours prior to the test.
- The flight is to be non-stop, without intermediate landings.
- The route may penetrate controlled airspace, but radar navigation assistance may not be provided.
- The planned route is to be triangular A-B-C-A.
- Leg A-B is to be at least 30 nm.
- The track change at point B is to be between 60 and 150 degrees. The 'low' section on the leg B-C should commence after 5 minutes and continue for 5-10 minutes. During this 'low' section, the examiner should engineer a situation where the aircraft is 5 nm off track and check the candidates ability to re-establish position by map reading. The candidate should then be tested on ability to regain track or to steer to destination and to revise the ETA.
- Leg B-C should be planned to be at least 40 nm.
- The diversion track is not to parallel or nearly parallel to any of the pre-planned legs and need not be back to A.
- The NPPL SLMG NST form is to be signed & dated immediately following completion of the test.
- The entry in the student logbook is to indicate that the flight was the NST and the planned route should be entered in the remarks column, together with details of the diversion point and destination.
- The student navigation plan and in-flight log is to be retained at the conclusion of the test and forwarded with the licence application.

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		
18B	Navigation at Lower Levels		
18E	Navigation Emergencies		
19	Instrument Appreciation		

Phase 4 Flying Exercises Taught – Students Signature:

Date Flight Training Syllabus Completed	Examiner Signature	Student Signature

23 Feb 2004

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:*	*Duration of test:*	*Date:*

PREPARATION FOR FLIGHT:	Date	**FORCED LANDINGS WITHOUT POWER**:	Date
Weather suitability		Checks	
Aeroplane documents check		Procedure	
Personal equipment check		Judgement	
Weight, balance & performance – calculate		**INSTRUMENT FLIGHT BY SOLE REFERENCE TO INSTRUMENTS:**	
Pre-flight inspection			
Booking out		Straight & level	
Passenger briefing		Descending & descending turning	
STARTING, TAXYING & POWER CHECKS:		Turns onto specified headings	
Pre & post start checks		Recovery to straight & level flight from climbing/descending turns	
Taxying technique		**NAVIGATION & ORIENTATION:**	
Power checks		Recognition of features	
TAKE-OFF:		Assessment of heading	
Pre-take-off checks (vital actions)		**AIRFIELD APPROACH PROCEDURES**	
Assessment of crosswind component		CIRCUIT PROCEDURE**:**	
Checks during & after take-off		Powered circuit	
Normal take-off		Gliding circuit	
Crosswind take-off		Bad weather circuit	
AERODROME DEPARTURE PROCEDURES		**APPROACH & LANDING**:	
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	
STALLING/UNUSUAL ATTITUDES:		Checks after landing	
Knowledge of aircraft manoeuvre limitations & speed limitations		STARTING/STOPPING THE ENGINE IN FLIGHT	
Checks before stalling		**SIMULATED EMERGENCIES**	
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	
		Engine failure after take-off	
Recognition of incipient stall		ENGINE & SYSTEMS HANDLING	
Recovery from incipient stall		USE OF CARBURETTOR HEAT	
Recovery from a developed stall:		**AIRMANSHIP – AWARENESS**:	
Straight		Look-out	
Turning		Positioning – airspace, hazards, weather	
In approach configuration		Air Traffic Control/Other airfield users liaison	
Recognition of incipient spin		Aerodrome discipline	
Recovery from an incipient spin:		**ACTION AFTER FLIGHT:**	
Gliding		Engine shut-down	
At climb power		Parking & securing aircraft	
In approach configuration		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:*

NPPL SLMG NAVIGATION SKILLS TEST EXAMINING RECORD

Note. The test must be completed in one flight.

Applicants Name		**For official use.** CAA Reference:	**U**	**K**	**N**	**P**							
Aircraft type:	*Registration:*	*Place of test:*					*Duration of test:*				*Date:*		

	Date		Date
PRE FLIGHT PLANNING		Assessment of position	
Weather suitability		Correction of track error	
Navigation Warnings, inc. Royal Flights		Revision of ETA's	
NOTAMS		Re-establishment of position following deviation	
Flight Information (MATZ, ATZ, RTF, etc)			
Navigation flight plan		**LOW LEVEL NAVIGATION**	
Safety Altitudes		Maintenance of track	
Diversions		Map reading technique	
Chart preparation		Maintenance of height	
Fuel planning		Aircraft configuration (low safe cruise)	
Aircraft loading			
Booking out / filing flight plan		**DIVERSION**	
		Selection of diversion airfield	
AIRCRAFT HANDLING		Heading	
Maintenance of course, height & speed		ETA	
Systems management (inc. fuel)		ATC liaison and compliance	
Altimeter setting procedures			
		IN FLIGHT RECORDING	
DR NAVIGATION			
Departure procedure		**RADIO NAVIGATION AIDS IF USED** (for diversion only)	
Course setting technique		Choice of aids	
Synchronisation of DI & compass		Use of radio navigation aids	
Map reading technique			
Identification of features			

I certify that:

a) I have carried out the navigation skills test during which this applicant has demonstrated the ability to perform satisfactory the items listed above.
b) I am satisfied that the applicant has reached the standards of flying required to pass the NPPL SLMG NST.
c) I have retained a copy of this completed document.
d) I have examined the applicants training record and logbook.

Examiner's Signature:	*Examiners Name:*	*CAA Authority No: X*	*Date:*