

**Royal Air Force Charitable Trust (RAFCT)**

**&**

**Royal Air Force Sport Aircraft (RAFSA)**



**Introductory Flight Scholarship (IFS)**

**Junior Rank and Officer Pilot Scholarship Scheme (JROPSS)**

**Beyond Solo Scheme (BSS)**

**Instructor Scholarship Scheme (ISS)**

## **Policy Document**

**Version 3.1**

**Dated 25 Sept 2026**

## References

- A. Introductory Flights – Guidance to Operators- CAP 1563
- B. FCL.115; FCL.120 Flight Training for the NPPL(A) CAP 1299
- C. Annex I; Part J- Flight Training for FI(A) rating Easy Access Rules for Flight Crew Licencing (Part-FCL)
- D. Light aircraft pilot's licence (NPPL(A)) Medical certificate- CAP 1127P

## Policy Aims, Eligibility and Terms & Conditions

**Last updated: 25 Sept 2026.**

- 1. Aim.** The aims of this partnership is to:
  - a. Provide flying experience for selected RAF Regular & Reserve Junior Ranks (JRs) and Junior Officers (JOs) outside of the Aircrew Profession or those trained as Airborne Specialists.
  - b. Enhance air mindedness and understanding of the technologies and skills of aviation.
  - c. Further the objectives of the RAF Charitable Trust who financially support the Schemes.
  - d. Encourage JRs and JOs to pursue the award of a National Private Pilots' License (NPPL(A)).
  - e. Produce a stream of next-generation talent into RAF Sport Aircraft (RAFSA) to assist with the running of the Charity and its Flying Schools.
  - f. Use the CAA-accredited RAFSA Wings Scheme<sup>1</sup> as a backbone for self improvement.
- 2. The Scholarship Schemes.** There are four scholarships available which fall under the RAFCT supported remit and are detailed as follows:
  - a. **IFS.** The aim of this scholarship is to give a taster of light aircraft flight following the requirements IAW Ref A. Where possible and experience levels permit, this flight will be flown by a former scholarship winner who has been approved by the Chief Flying Instructor (CFI) at their home RAFSA Flying School. The IFS recipient should expect to see the flight planning of a typical local area sortie and be involved in the checking of the aircraft before flight with their pilot. Whilst they will not take control of the aircraft, nor will they be able to log the flight, they can use it to see if they like sport aircraft flying and those that conduct this flight will be looked upon favourably for a future JROPSS application, or, they may wish to self-fund to solo-standard to apply for the

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<sup>1</sup> <https://rafsa-wings.jimdosite.com>

Beyond Solo Scheme (BSS – see sub-para c below). There are up to 30 IFS available each year.

b. **JROPSS.** The aim of this scholarship is to provide air instruction to those that meet the eligibility criteria to receive a paid scholarship of 15 hours flying training at a RAFSA Flying School. In this time, they will have taxied, taken off and landed an aircraft under the supervision of an instructor with the aim to fly a first solo sortie (ie. Flying without an instructor in the aircraft). The Flying Schools are located at RAF Stations throughout the UK. Trainees will be required to meet the medical requirements set by the regulator before commencing the scholarship and are required to pass the air law exam prior to flying solo. The RAFSA Flying School will mentor to their trainee on how to progress through to license. As a Category 3 Sport, RAF Sport Aircraft activity including JROPSS does not normally attract duty status, but trainees can conduct the flying during stand down periods or when not required for duty, with Line Management support, RAFSA can provide an Admin Order to support a stand down from duty, for up to 2 weeks. The JROPSS will finish by the end of September and any funds not used will be reallocated. There are up to 20 JROPSS available each year.

c. **BSS.** The aim of this scholarship is to provide air instruction to those that meet the eligibility criteria to receive a paid scholarship of 15 hours flying training at a RAFSA Flying School. In this time, they will have completed navigation and consolidated on solo flying experience under the supervision of an instructor with the aim to achieve their NPPL(A). Successful applicants must have flown solo previously and meet the medical requirements set by the regulator for licence issue. The BSS will be awarded for up to an 11-month period (normally from September to July inclusive) to fund up to 15 hours of paid flying instruction towards the completion of the 30-hour (minimum) NPPL(A) syllabus which is outlined at Ref B. Individuals that secure the BSS will be expected to undertake an associated duty within RAFSA or one of its Flying Schools or Clubs to grow and sustain the organisation. There are up to 10 BSS available each year. This scholarship is to be utilised for progressive training and should not be used to revalidate any lapsed training to date. As a Category 3 Sport, RAF Sport Aircraft activity including JROPSS does not normally attract duty status, but trainees can conduct the flying during stand down periods or when not required for duty, with Line Management support, RAFSA can provide an Admin Order to support a stand down from duty, for up to 2 weeks. The JROPSS will finish by the end of September and any funds not used will be reallocated.

d. **ISS.** The aim of this scholarship is to provide a development pathway for service personnel to gain their instructor qualification with the aim to grow and sustain the organisation through opportunities to develop the next generation of sport aircraft pilots. Successful applicants must meet the minimum entry requirements highlighted in at Ref C. The ISS will be awarded for up to a 30 month period on an ad hoc basis. The scholarship will fund 80%

of the costs, up to £12,500, for the requirements of obtaining ATPL exams and 30 hours of funding towards FI(A). The scheme will attract a training bond to RAFSA of which the instruction will directly benefit the IFS, JROPSS and BSS. Individuals that secure the ISS will be expected to deliver a RAFSA wide event which will develop air mindedness to the wider membership. ISS Funding is not available every year and is instead available on an underspend basis.

**3. Eligibility.** To be eligible for IFS, JROPSS, BSS or ISS an applicant must:

- a. **For IFS.** Hold the rank of Cpl or Flt Lt, or below, in the RAF Regular or Reserve on 31 March in the year they partake in the scheme. They must not be in the Aircrew Profession, either in training or fully trained.
- b. **For JROPSS.** Hold the rank of Cpl or Flt Lt, or below, in the RAF Regular or Reserve on 31 March in the year they partake in the scheme. Flt Lts must not have more than 2 years' Main Pay seniority (as shown as Main Pay on a JPA pay slip), on 1 September in the year that they apply. They must not be in the Aircrew Profession, either in training or fully trained.
- c. **For BSS.** Hold the rank of Sgt or below or Flt Lt or below on 1 September in the year they partake in the scheme. Sgts and Flt Lts must not have more than 2 years' Main Pay seniority (as shown as Main Pay on a JPA pay slip), on 1 September in the year that they apply. Those on special pay arrangements outside of Main Pay are not eligible to apply for BSS. They must not be in the Aircrew Profession, either in training or fully trained. They must be a member of RAFSA.
- d. **For ISS.** They must have met the criteria laid out at Ref C and be a current and active member of a RAFSA Club. They must have a positive recommendation from the club CFI with a strong record of supporting a RAFSA Club or the wider RAFSA organisation. They must not be in the Aircrew Profession, either in training or fully trained.
- e. These schemes are funded by the RAF Charitable Trust (RAFCT), whose mission is to "inspire young people and RAF personnel to fulfil their potential in air, space and technology" and whose beneficiaries are those age 25 or under. Applicants of any age are welcome to apply; however, preference may be given to those IFS, JROPSS, BSS and ISS under the age of 25 years of age on 1 April, in the year of participation of the scheme.
- f. Be recommended by their OC or 1<sup>st</sup> Reporting Officer (WO or Commissioned Officer), confirming their suitability for the IFS, JROPSS and BSS. An OIC and CFI should recommend them for the ISS.
- g. Have completed Phase 1 training and Phase 2. Applicants who are nearing completion of Phase 2 will be required to obtain written confirmation from their chain of command that they will have completed their training to complete the scheme when they are off duty. By exception, Phase 2 trainees

holding between April to August (inclusive) will be considered with written confirmation from their Line Management.

h. Be able to complete a declaration of medical fitness to fly iaw Ref D to undertake the JROPSS and BSS but a CAA Class 2 Medical will be required for the ISS.

**4. IFS Terms & Conditions.** The following sets out the terms and conditions for the IFS:

a. The flight will be conducted as an Introductory Flight in accordance with ref A.

b. Powered Flying is acknowledged as a Category 3 Sport only, and therefore does not attract duty status. Students will be required to request to be released from their duties by their line management, and may be expected to take annual leave in order to conduct their training.

c. The aircraft will have insurance to cover IFS as a third-party passenger, however, participants should check that they are content they have adequate personal insurances that covers the activity should they require it.

d. As the IFS is provided by non-public funds, participants will be required to meet their own Travel & Subsistence costs. It is likely that service accommodation and catering will be available at those stations chosen to provide the training. No costs can be claimed on JPA. Those with demonstrable levels of hardship may be able to apply to RAFSA for help towards their travel costs.

e. IFS winners will be encouraged to draft articles for submission to publications such as the RAF News and Station magazines or via official RAF social media feeds. Individuals are encouraged to capture the flight through their own perspective through taking photographs during the IFS flight and the planning for it.

f. The award of an IFS is valid until 31 March each year however, only in extenuating circumstances should the flight be undertaken outside the specific IFS event. Approval for such circumstances can only be granted by the Delivery Team ProjO.

g. The Delivery Team will monitor the progress of each participant and will retain the right to terminate the IFS at any time.

h. The pre-amble of the online application required applicants to confirm that they have read, understood and accept these terms and conditions and the RAFSA privacy statement that are linked at the website:  
[www.RAFSA.co.uk](http://www.RAFSA.co.uk)

**5. JROPSS Training, Terms & Conditions.** The following sets out the training, terms, and conditions requirements for JROPSS:

- a. Trainees will follow the Part-FCL NPPL(A) training syllabus iaw Ref B. Trainees will log and count flying hours toward the issue of a NPPL(A).
- b. Prior to commencing their flying training, trainees will be required to undertake self-study and achieve a basic knowledge of core subjects iaw Ref B.
- c. JROPSS trainees will also be required to meet the medical standards set by the regulator. If choosing to obtain NPPL(A) or Class 2 Medical this must be done at personal expense before they commence flying training as this is legally required before they can be considered for solo flight by their instructor. NPPL(A) medicals are the easier to obtain and Station Medical Officers can sign these off iaw Ref D.
- d. Powered Flying is acknowledged as a Category 3 Sport only. RAFSA may be able to provide an RAF Sport HQ approved, Administrative Order to cover a two-week block period of training, however, should the trainee be unable to attend execute the scholarship in this manner, trainees may be required to take individual leave or be released by their line management whilst undertaking the activity.
- e. The aircraft will have insurance to cover the individual as a third-party passenger, however, participants should check that they are content they have adequate personal insurances that covers the activity should they require it.
- f. As JROPSS is provided by non-public funds, Trainees will be required to meet their own Travel & Subsistence costs. It is likely that service accommodation and catering will be available at those stations chosen to provide the training however, no costs can be claimed on JPA. Those with demonstrable levels of hardship may be able to apply to RAFSA for help towards their travel costs.
- g. Each trainee will be provided with a Training Record in which their progression through the NPPL(A) syllabus will be recorded along with a logbook to record flying hours completed.
- h. Trainees will be responsible to the RAFSA Media team and will be required to prepare deliverables. Including a mandated STEM based media task, demonstrating a complex subject which they have learned through their training.
- i. Trainees will be responsible for liaising directly with the Delivery Team, monthly to provide progress updates and arrange for payments for flying which has been undertaken. Trainees should do so through the following MS Form- <https://forms.office.com/e/WCfKaE9DaB>. Updates are to be sent through by the last day of each month, even if no flying has taken place.

- j. Trainees should be prepared to be required to help showcase RAFSA at various events throughout the year. A timetable of events will be given at the start of the scholarship window and briefed at the onboarding day.  
**Trainees are expected to attend at least 2 events.**
- k. Trainees will be given allocated tasks throughout their scholarship to develop leadership and management skills. Trainees partaking in these tasks will be looked on more favourably when applying for future scholarships.
- l. JROPSS will run from March to August, with all trainees expected to have completed the course by 30 September. Trainees should be able to achieve the solo standard in the time allocated.
- m. The Delivery Team will monitor the progress of each trainee and will retain the right to terminate the training of any trainee at any time.
- n. The pre-amble of the online application required applicants to confirm that they have read, understood and accept these terms and conditions and the RAFSA privacy statement that are linked at the website:  
[www.RAFSA.co.uk](http://www.RAFSA.co.uk)
- o. RAFSA will supply the following for JROPSS Trainees:
- 15 hours flying training, Incl pre-flight briefings (but not ground school).
  - Trainees will be required to utilise their Standard learning Credits to purchase the Easy PPL Bronze package. On producing a receipt, RAFSA will refund the individual the 20% personal contribution, up to £36. To be reimbursed for the package, the package must have been purchased within 3 months of the JROPSS commencing. If trainees opt to purchase a higher standard training package, they may do so, but the excess cost will fall to the individual.
  - RAFSA Apparel (exact items TBC).
  - RAFSA Training Record Book.
  - Flying Logbook.
  - RAFSA Flying School membership fees for the scheme duration.
  - RAFSA Cadet Wings for those who qualify.
  - Air Law exam fee.

This equipment list is adequate to reach solo status, which is in line with the JROPSS aims, all other costs lie where they fall.

**6. BSS Training, Terms & Conditions.** The following sets out the training, terms, and conditions requirements for the BSS:

- a. Trainees must have flown solo previously.
- b. Trainees must meet the medical standards for licence award, as set by the regulator.

- c. Trainees must be a member of RAFSA and have an OIC/CFI endorsement to apply.
- d. Powered Flying is acknowledged as a Category 3 Sport only, and therefore does not attract duty status. Students will be required to request to be released from their duties by their line management, and may be expected to take annual leave in order to conduct their training.
- e. As the BSS is provided by non-public funds, trainees will be required to meet their own Travel & Subsistence costs. It is likely that service accommodation and catering will be available at those stations chosen to provide the training. No costs can be claimed on JPA. Those with demonstrable levels of hardship may be able to apply to the RAFSA for help towards their travel costs.
- f. Each trainee will be provided with a Training Record in which their progression through the NPPL(A) syllabus will be recorded along with a logbook to record flying hours completed.
- g. Trainees will be responsible to the RAFSA Media team and will be required to prepare deliverables. Including a mandated navigation storyboard media task, demonstrating the complexities of visiting new airfields.
- h. Trainees will be responsible for liaising directly with the Delivery Team, monthly to provide progress updates and arrange for payments for flying which has been undertaken. Trainees should do so through the following MS Form- <https://forms.office.com/e/WCfKaE9DaB>. Updates are to be sent through by the last day of each month, even if no flying has taken place.
- i. Trainees should be prepared to help showcase the BSS and they may be asked to consider assisting PR opportunities that support the scheme and the charities that deliver it.
- j. BSS trainees should organise a RAFSA Land Away day, this can be done individually by club or collectively as an Alumni. The Land Away day should be planned in consultation with the RAFSA Safety team.
- k. BSS will be required to organise RAFSA Awards Function for the following year.
- l. The BSS will run from September to July the following year, with up to 15 hours of funding available. Once the NPPL(A) is complete, then no further funding can be taken from the balance of 15 hours.
- m. The Delivery Team will monitor the progress of each trainee and will retain the right to terminate the training of any trainee at any time.
- n. The pre-amble of the online application required applicants to confirm that they have read, understood and accept these terms and conditions and the RAFSA privacy statement that are linked at the website: [www.RAFSA.co.uk](http://www.RAFSA.co.uk)

- o. The award of the BSS is conditional on provisional acceptance of a responsible role within the RAFSA Charity or its Flying Schools or Clubs.
- p. RAFSA will supply the following for BSS Trainees, providing they have not been issued previously on JROPSS:
- 15 hours flying training, Incl pre-flight briefings (but not ground school).
  - One Map/Chart.
  - Up to two landing fees for both the practice and the actual Qualifying Cross Country.
  - Trainees will be required to utilise their Standard learning Credits to purchase the Easy PPL Bronze package. On producing a receipt, RAFSA will refund the individual the 20% personal contribution, up to £36. To be reimbursed for the package, the package must have been purchased within 3 months of the JROPSS commencing. If trainees opt to purchase a higher standard training package, they may do so, but the excess cost will fall to the individual.
  - RAFSA Apparel (exact items TBC).
  - RAFSA Pilot Wings for those that qualify.
  - Flight Radiotelephony Operator's Licence exam fee up to £200.
- This equipment list is adequate to reach NPPL(A), which is in line with the BSS aims, all other costs lie where they fall.

**7. ISS Training, Terms & Conditions.** The following sets out the training, terms, and conditions requirements for the ISS:

- a. Trainees must hold a Class 2 medical.
- b. Trainees must be a current and active member of RAFSA.
- c. Unless previously issued, each trainee will be provided with Delivery Team apparel which they will be expected to wear when attending their respective flying club.
- d. As the ISS is provided by non-public funds, trainees will be required to meet their own Travel & Subsistence costs. It is likely that service accommodation and catering will be available at nearby stations. No costs can be claimed on JPA. Those with demonstrable levels of hardship may be able to apply to the RAFSA for help towards their travel costs.
- e. Selection of a training school must be agreed by RAFSA prior to commencing training.
- f. Each trainee should be provided with a Training Record from their training provider which their progression through the FI(A) syllabus should be displayed. The trainee will be responsible for liaising directly with the RAFSA Scholarship Finance Manager monthly to arrange for payments and provide progress updates. Updates are to be sent through by the last day of each month, even if no flying has taken place.

- g. Trainees should be prepared to help showcase RAFSA at various events throughout the scholarship duration.
- h. Trainees will be responsible to the RAFSA Media team and will be required to prepare deliverables.
- i. The ISS will run on an ad-hoc basis. When the ISS is announced, the Scheme will run for 30 months from the 31 March that year. Once the FI(A) skills test is complete, then no further funding can be taken from the balance of 30 hours but any residue can be costed to the 300hrs training bond.
- j. The Delivery Team will monitor the progress of each trainee and will retain the right to terminate the training of any trainee at any time.
- k. The pre-amble of the online application required applicants to confirm that they have read, understood and accept these terms and conditions and the RAFSA privacy statement that are linked at the website:  
[www.RAFSA.co.uk](http://www.RAFSA.co.uk)
- l. The award of the ISS is conditional on provisional acceptance of a responsible role within the RAFSA Charity or its Flying Schools or Clubs.
- m. Trainees will be expected to deliver a RAFSA wide event which will develop air mindedness to the wider membership. For major events such as an overseas expedition, the ISS cohort may collaborate to ensure viability of demanding task.
- n. Funding will be limited to flying hours and ATPL(A) package only, all other costs inc recommended equipment lists lie where they fall.
- o. After completion of the ATPL(A), a review of RAFSA membership and club activity will be conducted to assure the scholarship remains appropriate to meet the terms of the training bond.

**8. Timetable of events.** The following sets out the timetable of events for the schemes:

**IFS**

- a. 1 November – 31 January: IFS advertised at all stations and applications invited.
- b. Early February: RAFSA Execs & RAFCT Trustees select suitable candidates and reserves.
- c. Delivery period a single weekend event or a voucher valid for 1 year from 1 March. Any award not taken by the 1 March of the following year will be considered withdrawn and cancelled. No extensions available.

**JROPSS**

- a. 1 November – 31 January: JROPSS advertised at all stations and applications invited.

- b. February: RAFSA Execs & RAFCT Trustees select suitable candidates and reserves.
- c. March: Trainees are issued their apparel. They should also start their ground school, exams and medical application process under the guidance and supervision of their assigned RAFSA Flying School.
- d. 1 March– 30 September: Trainees attend their host RAFSA Flying School to commence and complete their flying training. Extension period only available on application with extenuating circumstances.

## **BSS**

- a. 01 Oct – 05 November 2026: BSS advertised at all stations and applications invited.
- b. November: RAFSA Execs & RAFCT Trustees select suitable candidates and reserves.
- c. Delivery period 10 November to 31 July (the following year): Candidates have up to 10 months to complete 15 hours of top up towards their NPPL(A). Extension period 1 August to 31 January the following year, only available on application with extenuating circumstances.

## **ISS**

- a. This is not currently an annual scholarship and will run on an ad-hoc basis. When the scheme is announced, it should adhere to the following periods.
- b. 31 January: ISS advertised at all stations and applications invited.
- c. February: RAFSA Execs & RAFCT Trustees select suitable candidates and reserves.
- d. Delivery period 31 Mar for 30 months: Once the FI(A) skills test is complete, then no further funding can be taken from the balance of 30 hours but any residue can be costed to the 300hrs training bond.

## **9. RAFSA Flying Schools.** The following RAFSA Flying Schools are authorised to deliver the schemes by the RAFSA Chairperson:

- a. RAF Akrotiri Flying Club (note: currently EASA-only).
- b. RAF Benson Flying Club.
- c. RAF Brize Norton Flying Club.
- d. RAF Halton Aero Club.
- e. RAF Lossiemouth (Moray Flying Club).

f. RAF Marham (Pathfinder Flying Club).

g. RAF Waddington Flying School.

h. RAF Cranwell Flying Club.

**10. Disclaimer.** RAFSA or the RAFCT reserve the right to suspend or cancel the schemes at any time with 28 days written notice by email to all parties concerned.

D Hall  
Wg Cdr  
RAFSa Chairperson