



The **PPL (Private Pilots Licence)** is a comprehensive flight training course designed to bring you from ab initio to a fully qualified Private Pilot.

Your training can start at any time and can be on the two seat Cessna 152 or the four seat Piper 28 Warrior. After approximately 15 hours of training, you will be ready to be sent solo by your instructor. Before you can fly solo you must be in possession of a medical certificate, either a Class 2 certificate from an Aviation Medical Examiner which is necessary to qualify for the JAR (Joint Aviation Authorities) later EASA (European Aviation Safety Agency) PPL. Alternatively a Medical Declaration countersigned by your GP will be acceptable for the UK National PPL later European LAPL (Light Aircraft Pilot's Licence). The first time you are sent solo is when you are well on your way to becoming a fully qualified pilot.

Ground study takes place along with your flight training. Topics to be covered include

- Air Law and Operational Procedures
- Human Performance & Limitations
- Navigation and Radio Aids
- Meteorology,
- Aircraft (General) and Principles of Flight
- Flight Performance and Planning
- R/T Communications.

The student must pass exams in each of these topics. These exams are for the most part of a multiple choice format and can be taken at your convenience in our facility. We have Computer Based Learning material available on loan for students to self study also various textbooks are available for those who prefer that format. The instructors are always available for individual or group tuition. The exams must all be completed in an 18 month period and will then be valid for licence issue for a period of two years from the last pass.

When all your required flight training is complete and you have passed the ground exams you will be able to apply for your SEP (Single Engine Piston) Skills (Flight) test with an approved Civil Aviation Authority examiner.

Achievements along your training programme will include::

- Basic Flight Manoeuvres
- First Solo flight
- Introduction to cross country flying
- Solo cross country flying
- Flight Test with an Examiner

Age Requirements:

Students may begin flight training at any age , however they must comply with the following:

- A student must be at least 14 years old to count flight hours towards a pilot's licence.
- A student must be at least 16 years old before the first solo flight.
- A student must be at least 17 years old before a full Pilots licence will be granted.

The **PPL** course is held over **45 hours flying time (minimum)**, broken down into individual flight exercises designed to give the student a complete understanding of Flight safety and appreciation. If desired this 45 hour minimum can include the Night Qualification (Aeroplanes). **Please note that these times are minimums. Actual time will depend on individual student ability and air traffic conditions.**

The PPL exercises are:

1. Aircraft Familiarisation
2. Preparation Before & after flight
3. Air Experience
4. Effect of Controls
5. Taxiing
6. Straight & Level
7. Climbing
8. Descending
9. Medium Turns
10. Slow Flight and Stalling
11. Spin avoidance
12. Take off and Climb to Downwind
13. Approach and landing
14. First Solo
15. Advanced Turns
16. Emergency landing without power
17. Precautionary landings
18. Navigation
19. Instrument Flight
20. Night Flying

How do you keep a Pilot's Licence current?

At present a Private Pilots License is issued for 5 years, which is renewed through the Civil Aviation Authority. There are three parts to a Pilot's license that must be renewed, the actual license itself, the aircraft class rating and the medical certificate and all must remain valid in order to fly in command. With your initial Private Pilots License you will have an endorsement for a Single Engine Piston Land Plane. The revalidation of this rating is required every two years and requires the following:-

- Flown 12 hours in the preceding 12 months prior to revalidation.
- Flown 6 of these 12 hours as Pilot in Command (P1).
- Flown at least 1 hour with an instructor within the previous 12 months.
- Flown 12 take-offs and landings within the previous 12 months.

If you hold a UK National Pilot's Licence with SSEA (Simple Single Engine Aircraft) Rating the revalidation is as follows;

- Flown 12 hours in the rating validity period to include;
- Flown 8 of these 12 hours as Pilot in Command (P1)
- Flown at least 1 hour with an instructor.
- Flown 12 take-offs and landings
- Flown at least 6 hours within the previous 12 months

FAQs

(1) You operate at Aberdeen Airport, does this give you problems with it being such a busy airport?

Allowances must be made for light aircraft being a low priority over commercial traffic. We are often asked to hold, sometimes for long periods, both on the ground and in the air. To avoid airborne delays, we fly outside the Aberdeen Zone and use other airfields for circuit training.

(2) What are the advantages of operating out of a busy airport?

You will become comfortable in a busy environment, working with commercial traffic. You will also become fluent in communicating with ATC. In short, it will make you a more accomplished pilot.

(3) How can I minimise the time it takes to get my licence?

If you do the following it is likely that you will progress more quickly:

- *You are learning to fly visually spend most of your time looking outside and don't attempt to fly by instruments.*
- *Fly regularly. Once a week is ideal and as the first solo and the skill test approach you will want to fly more than once a week. Conversely, flying once every fortnight or less is unlikely to result in steady progress.*
- *Prepare well for lessons – that way you will get more from them.*
- *Work steadily on the ground school and don't get behind. The theory supports the flight lessons and will enable you to get more out of the flights.*

(4) Does travelling to Perth for circuits add to the overall time and cost to get my licence?

It is unlikely to add very much because there are many valuable things that we can do when flying to and from Perth. These include general navigation, radio navigation & simulated instrument flying. These are essential skills that we need to teach anyway. However, they will be introduced quite early in the syllabus, another reason for getting ahead with that ground school.

(5) How is ground school managed?

Ground school is carried out on a self study basis. Your instructor will be able to help you develop a study plan and answer any questions that you may have on the material. We have a Ground Examiner who will conduct the exams for you. The first attempt at the exam is free.

(6) How much time should I book per lesson?

We recommend booking two hour slots. This gives time for an effective briefing, prior to the lesson. For cross countries and trips to Perth please consult your instructor before booking.

(7) Apart from Ground School before/after each flight, how can you help me study for my PPL?

We have a set of DVDs that play on a Personal Computer. We lend these out free of charge to students flying with us to assist with the study required.

(8) Do you offer Gift voucher or Trial lessons?

As part of the agreement with Aberdeen Airport and Air Traffic Control, we do not offer gift vouchers or trial lesson flights at the airport. We only offer flying lessons and additional rating / checkouts. If looking for a flight experience over Aberdeen, HJS Helicopters at Culter can assist with this www.hjshelicopters.co.uk

(9) NPPL or PPL, what should I do?

There is no need to decide immediately. The first 25 hours of training and the ground exams are identical. One can qualify for and obtain the NPPL after 32 hours and then continue to qualify for the PPL at 45 hours experience, or bypass the NPPL and proceed to the full PPL. . If you want to add additional ratings & licences e.g. night, IMC, commercial then it is essential to get a PPL. If you are happy flying day VFR or you feel you may not be able to pass an aviation medical than an NPPL may be more appropriate.

(10) How are your flight costs calculated?

We charge Take off to Touchdown time plus 5 minutes to allow for taxiing time. Other training providers charge for all time the engine is running. For logbook and licence qualification purposes you may record all time from "blocks off" to "blocks on" which is invariably greater than that for which you are charged.

(11) Why do your flying rates not include landing fees?

It's easier to charge by the hour with landings fees separate. As your training progresses extra landings will be required and it is fairer to charge these separately.

(12) How do I pay?

There is the option to block book payments which attract discount, or pay per flight which is invoiced after each flight. We accept Cheque or bank transfer. We currently don't have the facility to take card payments.