

# DEVON & SOMERSET FLIGHT TRAINING



UK PRIVATE PILOTS LICENSE

GUIDANCE NOTES





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This manual does not supersede any UK or European legislations, rules, regulations, procedure or operational documents issued by any governing aviation authority. All aircraft, engine and system procedures outlined by the aircraft operators or manufactures must be adhered too at all times.

# Introduction

## Overview

This guidance document provides you with an overview of the PPL and LAPL training syllabus. These notes explain the school's curriculum and also the methods and procedures involved in learning to fly.

## The Private Pilot Licence



The UK Private Pilots Licence is an internationally recognised licence that allows the holder to fly **single engine, fixed pitched** and **fixed landing gear** aircraft in **VMC** (Visual Meteorology Conditions).

The licence provides a foundation on which you can build your skills and progress onto commercial levels of flight training, if you wish.

The course consists of a minimum of 45 flying hours, covering everything from aircraft handling, solo flying and air navigation.

In addition to the practical flying, there are nine multiple choice ground exams to be completed (75% to pass) before taking the final flight test (The Skills Test). Don't worry or be put off by these exams, we offer comprehensive ground school tuition across all the subject material. Our instructors and operations staff are always happy to assist you with any issues or problems.

# The Light Aircraft Pilot Licence

The LAPL is a UK licence aimed at the recreational pilot. The LAPL is only valid for **single engine aircraft** flying in **VMC** (Visual Meteorological Conditions) within **UK airspace** (with some exemptions). It allows you to fly **aircraft up to 2000kg** with a **maximum of 4 people on board**.

The LAPL doesn't allow ratings (such as an Instrument or Multi-Engine rating) to be added to the licence, however you can add other ratings such as Touring Motor Glider and Aerobatics as well as undertake additional training for a Night Qualification and differences training on a tailwheel aircraft.

The LAPL course consists of a minimum of 30 flying hours, nine multiple choice written exams and a flight test. For LAPL holders to take passengers, a minimum of 10 hours solo must be flown since licence issue.

## PPL or LAPL

	PPL	LAPL
Minimum Hours	45	30
QXC Requirement	1 Aerodrome, 80NM	2 Aerodromes, 150NM
Add Ratings?	Yes	No
Fly in UK?	Yes	Yes
Fly in Europe?	Yes	No
ICAO Compliant	Yes	No
Pros	<ul style="list-style-type: none"> <li>• Can add ratings to the licence</li> <li>• ICAO Licence - recognised globally</li> <li>• Can fly G-Reg aircraft anywhere in the world</li> <li>• Step to commercial Pilot's Licence</li> </ul>	<ul style="list-style-type: none"> <li>• Lesser cost to gain licence</li> <li>• Easier to maintain licence</li> <li>• Lower medical standards</li> <li>• Less skills test content</li> <li>• Simplified training program</li> </ul>

If you opt for a LAPL and then wish to upgrade to a PPL at a later date, this is possible with an upgrade course and a test. The course requires a minimum of 10 hours dual which could consist of Radio Navigation Training and cross country flying.

# Becoming a Pilot

Every pilot has started out as a student pilot, whether the aim is to fly as a hobby or as a career. Learning to fly doesn't take long, with most students having learnt the basic skills within the first 20 hours of their training. Skills developed within your first few hours will remain with you throughout the rest of your flying life, so to gain the maximum benefit from your training and develop good flying habits, you must be well prepared for each flight. These guidance notes will help you achieve this.

Guidance from your instructor and our operations staff is invaluable throughout your training. It can often be very costly cutting corners and disregarding information which is vital to your success. Remember, the success of your training depends fundamentally on your willingness to learn and good preparation.

Gaining your licence is achievable regardless of your background, whether you have an advanced formal education or not. However the use of English language and some form of basic mathematics is essential. Beyond that, no special academic skills are required.



Achieving your PPL will be one of your greatest successes within your lifetime, opening up all sorts of opportunities for you within the UK and abroad. The key to success is to maximise every opportunity you have and most of all to enjoy your training.

## Age Requirements

To begin formal flight training you must be at least 14 years old, at which you can start logging hours towards yours licence.

At 16 you are able to fly solo, and for those committed students gain your licence at the age of 17.

Although there is no upper age limit defined by the CAA (Civil Aviation Authority), we generally consider 80 years old to be the maximum for the commencement of training. Although, that's not to say you cannot still fly with an instructor.



## Medical Requirements

Before undertaking your first solo flight, it is a legal requirement that you hold a valid LAPL (Light Aircraft Pilot Licence), Class 2 or Class 1 medical certificate; which is carried out by an approved CAA medical examiner (AME). We generally advise that this medical examination is completed before commencing any training; to avoid complications later on. A list of CAA medical examiners can be found on the CAA website or can be provided by our operations staff.

## Time Scale

The time scale in which you complete your training is the most uncontrollable factor. How long your training takes depends on your own ability to fly, your willingness to learn and most importantly the weather. Unreliable weather means you can't expect any plan to proceed exactly to schedule. However, 'Bad Weather' days shouldn't just be overlooked. You should utilise your time on the ground to read and learn course material, the technical data for your training aircraft and learning other pilots experiences.

# Licence Hour Requirements

Course	Minimum Total	Dual Hours	Solo Hours
PPL	45	25	10
LAPL	30	20	6

Your training should include:

- 5 hours PPL / 3 hours LAPL of solo cross country time, including your **Qualifying Cross Country** flight, which is a solo navigational flight of at least 150NM PPL / 80NM LAPL including two full stop landings at non-home base airfields for PPL and one full stop landing for LAPL
- 2 hours of stall/spin awareness
- For PPL only, sufficient instruction in instrument flying to enable pilot to maintain control of the aircraft, by performing a 180 turn, should they inadvertently enter cloud in IMC (Instrument Meteorological Conditions)

## Required Equipment

Training as a pilot requires you to purchase some essential equipment. You may wish to consider purchasing:

- Pilots Logbook
- Aviation Headset
- Pilot Kneeboard

As you progress through your training you will need:

- CRP-1 / CRP5 Flight Computer
- NM-2 Scale Ruler 1:500,000
- 1/2 Mil Chart
- PP-1 Protractor



Essential for the theory of your flight training and ground examinations are Pooley's flight training and Q&A manuals, which follow the training syllabus outlined by the CAA:

- Air Pilots Manual, Volume 1 - **Flying Training**
- Air Pilots Manual, Volume 2 - **Air Law and Meteorology**
  - Exam Preparation Q&A Books 1 and 4
- Air Pilots Manual, Volume 6 - **Operational Procedures**
  - Exam Preparation Q&A Book 2
- Air Pilots Manual, Volume 3 - **Air Navigation**
  - Exam Preparation Q&A Book 5
- Air Pilots Manual, Volume 4 - **Aeroplane Technical**
  - Exam Preparation Q&A Books 3, 8 and 9
- Air Pilots Manual, Volume 5 - Radio Navigation and Instrument Flying (Not required for PPL course. For IMC/Night ratings)
- Air Pilots Manual, Volume 6 - **Human Factors and Performance**
  - Exam Preparation Q&A Book 7
- Air Pilots Manual, Volume 7 - **Communications**
  - Exam Preparation Q&A Book 6

# The Flying School

## Enrolment

Learning to fly is a big commitment both financially and personally, so before commencing any training we recommend (if you haven't already) that you book an air experience flight. The air experience flight is a lesson that contributes towards your logged hours for your licence. It allows us to assess your learning style and gives you the opportunity to decide on flying without incurring any club membership fees.

On completion of this flight, presuming that you are comfortable with flying, we can enrol you as a member of the flying school.

It is a requirement under Aviation Law that all of our students complete a registration form to become a member of the flying school. If a student is under the age of 18 then written parental consent is required before commencing any training.

Membership to our flying school can be managed in two ways:

- Annual payment of £175, entitling you to reduced flying rates
- Pay-as-you-fly membership, included in the cost of lessons

## Our Fleet



Choosing the correct aircraft for your training is an important factor to consider before commencing any training. Ideally, we aim to keep you in the same aircraft type throughout your course for consistency, so making the right choice at the start is essential. Training for the PPL and LAPL can be carried out on any of our schools fleet of aircraft. We currently operate:

## Cessna 152

We recommend flying in one of our Cessna 152 aircraft. This offers a low cost solution to all your training requirements, and this is typically the 'standard' aircraft used in flight training throughout the world. The C152 is a very forgiving and nimble aircraft, though comes at the slight cost of reduced comfort and cross-wind capability.



## Cessna 172

We currently have two Cessna 172 aircraft available. Similar to the C152, it is an exceptionally versatile aircraft offering slightly more room and comfort during your training just for a small premium.



## Piper PA28 Warrior III

The Piper PA28 is available for PPL / LAPL and advanced flying training as well as aircraft hire. It is a comprehensively equipped aircraft and is also an ideal aircraft for those looking to progress onto commercial levels of flight training. The PA28 also provides an introduction to the more complex PA28R Arrow with a retractable undercarriage and variable pitch propeller, which is widely used by commercial schools.



## Flying Instructors

The school employs a number of flying instructors, who are all professionally qualified to CAA standards. Training is carried out on a one-to-one basis at a pace that suits you best.

## Booking a Flight

Each lesson is booked in a one and a half hour slot, allowing for a full pre-flight briefing to take place as well as the proposed flight. Bookings can be made either by visit, on our booking system [dsft.flightschoolbooking.com](https://dsft.flightschoolbooking.com) or over the phone. When booking a time slot you should state whether you require one or two periods.

Normally, only one is required, but there are times during your training (in the navigation stages) where more than one is required. If in doubt, ask the operations staff or your instructor for advice.

In circumstances where the weather is poor, or you require tuition for you exams, we offer comprehensive ground school for all aspects of your training. Allowing you to sit the exams with confidence and a good level of understanding.

NOTE: Payment is only taken for the flight / formal classroom time undertaken, not the 1.5 hour booking slots themselves. No charge is made for pre- or post- flight bookings.

## Checking The Weather On The Day

If you suspect that the weather is unsuitable for your flying lesson, call the operations staff at the flying school to confirm whether your flight is likely to go ahead.

As you progress through your flight training and start your ground studies, you will become much more familiar and aware with meteorology; whereby you start to make your own decisions with our guidance. We will introduce you to the Aviation Briefing Service and highlight the importance of an accurate weather forecast.



Should you have to cancel a flight for any reason, please phone the flying school ahead of your lesson giving as much notice as possible. This will enable the school to use the booking slot for another student or pilot.

# Flight Training Syllabus

## Guidance Notes

This section of the manual consists of a full breakdown of the PPL/LAPL course, consisting of a summary of the school's curriculum and the breakdown of exercises and expected completion times.

NOTE: The times played out in this schedule purely represent the minimum flight times based on the average student. They should not be seen as an expectation, as we know that every student is an individual, with their own learning style, pace and commitments. Operational restraints due to weather, aircraft maintenance and technical issues can also affect these timings

## Hours Breakdown

Flight No.	Lesson Material	Dual	Solo	Total Hours	Exercise(s)
1	Air Experience & Initial Briefing	1.0		1.0	Ex. 1,2,3
2	Effect of the Aircraft Controls	1.0		2.0	Ex. 4a,4b
3	Straight and Level Flight	1.0		3.0	Ex. 5,6a
4	Straight and Level with Flap/Power	1.0		4.0	Ex. 5,6b
5	Climbs and Descents	1.0		5.0	Ex. 5,7a,8a
6	Climbs and Descents with Flap/Power	1.0		6.0	Ex. 7b,8b,8c
7	Medium, Climbing and Descending Turns	1.0		7.0	Ex. 9
8	Slow Flight	1.0		8.0	Ex. 10a
9	Stalling	1.0		9.0	Ex. 10b
10	Stalling with Flap/Power	1.0		10.0	Ex. 10b,11
11	Circuits	2.0		12.0	Ex. 12,13
12	Circuits Consolidation	2.0		14.0	Ex. 12,13
13	Circuits Consolidation	1.0		15.0	Ex. 12,13
14	First Solo		0.3	15.3	Ex. 14
15	Flapless, Glide, Short/Soft Field Circuits	2.0		17.3	Ex. 12,13
16	Crosswind Circuits	0.5		17.8	Ex. 12,13
17	Circuits Consolidation		0.5	18.3	Ex. 12,13

Flight No.	Lesson Material	Dual	Solo	Total Hours	Exercise(s)
18	Circuits Consolidation	0.3		18.6	Ex. 12,13
19	Circuits Consolidation		0.7	19.3	Ex. 12,13
20	Circuits Consolidation		1.0	20.3	Ex. 12,13
21	Circuits Consolidation		1.0	21.3	Ex. 12,13
22	Steep Turns, Spiral Dives	1.0		22.3	Ex. 15
23	Practice Forced Landings (PFL's)	1.0		23.3	Ex. 16
24	Precautionary Landing	1.0		24.3	Ex.17
25	General Handling	1.6		25.9	Ex. 10b,15,16
26	General Handling		1.0	26.9	Ex. 10b,15,16
27	Instrument Flying	1.0		27.9	Ex. 19
28	Navigation 1- Dual Blackdowns	0.7		28.6	Ex. 18a
29	Navigation 2- Dual Exeter	1.0		29.6	Ex. 18a
30	Navigation 1- Solo Blackdowns		0.7	30.3	Ex. 18a
31	Navigation 3- Dual Compton	1.4		31.7	Ex. 18a
32	Navigation 2- Solo Exeter		1.0	32.7	Ex. 18a
33	Navigation 4- Dual Kemble, Diversion	2.5		35.2	Ex. 18a
34	Navigation 3- Solo Compton		1.4	36.6	Ex. 18a
35	Qualifying Cross Country		3.4	40.0	Ex. 18a
36	Low Level Navigation	1.0		41.0	Ex. 18b
37	Radio Navigation	1.0		42.0	Ex. 18c
38	Skills Test Revision	1.5		43.5	Ex. 1-18
39	Solo Skills Test Revision	1.5		45.0	Ex. 1-18
40	Skills Test Examination	1.5		46.5	

NOTE: The final skills test is not included within the PPL 45 hours/ LAPL 30 hours minimum course requirement. The test is approximately 2 hours, including sections on general handling, circuits and navigation

## Passing the Exams

All the ground examinations must be completed within 18 months of taking the first exam. If the 18 months limit is exceeded all the exams are considered void and must be re-taken.

Once all the ground examinations have been completed, you have a further 24 month period in which to complete your flight training and the final flight test.

A pass in an individual subject will be awarded to a candidate who achieves at least 75% of the allocated marks. Marks will only be awarded for correct answers. No marks are deducted for incorrect answers.

If a single subject is failed 3 times the candidate must travel to Gatwick for the fourth attempt. If the candidate fails the fourth attempt then all previously passed exams become void and each of the 9 exams must be taken again.

## Studying for the Exams

Studying for your technical examinations is typically achieved with suitable and progressive self-study at home (little and often), with formal classroom tuition on one to one basis with one of our flight instructors. Study for the technical exams is best undertaken during periods of bad weather. Be sure to make the most of ground schooling, in addition to guidance from fellow students and pilots.



The Pooley's Air Pilots Manuals and their respective Q&A books are highly recommended for the PPL course.

All of the questions are multiple choice, generally consisting of 12-20 questions, with 4 possible answers. On completion of the examination the examiner will go through any incorrect answers and identify the knowledge gaps displayed.

We recommend that the exams are taken in the following order:

<b>Air Pilots Manual No.</b>	<b>Subject</b>	<b>Time Allowed</b>	<b>Expected Flight Hours</b>
N/A	CAA Medical Exam	N/A	Before Commencing Training
2	Air Law	40 Min	0-12 (Before First Solo)
5	Communications	30 Min	0-12
6	Operational Procedures	30 Min	0-12 (Before First Solo)
2	Meteorology		12-25
6	Human Performance & Limitations	40 Min	12-25 (Before Solo Nav)
3	Navigation		12-25 (Before Solo Nav)
4	Flight Planning & Performance		25-45
4	Aircraft General		25-45
4	Principles of Flight	45 Min	25-45
N/A	Radiotelephony Oral	N/A	Preferably before Solo Nav



## The Qualifying Cross Country

The qualifying cross country, in addition to all your 9 exams, and final skills test forms a major final step in achieving your PPL.

The qualifying cross country (QXC) is a solo navigation flight, taking place over a minimum distance of 150NM for the PPL with two full stop landings at two different airfields or 80NM for the LAPL with one landing from the home base airfield.

The QXC flight is a milestone that amplifies everything that has so far been learnt during your flight training. Before we can send you on your QXC we require you to have completed all 9 ground examinations, in addition to your Radiotelephony oral exam.

On the day of your flight you will be provided a QCC completion form, which must be signed by each of the ATS units at the land away airfields. Failure to complete this form will require you to re-take the flight.



## The Skills Test

When all training is complete, including all your written exams and qualifying cross country, it is time to take the final Skills Test, which embraces both general handling and navigation, an application can be made to the Civil Aviation Authority (CAA) for the Private Pilot's Licence.

# After Achieving Your PPL

## Remaining Current

On completion of your skills test, and having sent all relevant paperwork off to CAA, you will be issued with your Private Pilots Licence. Assuming you have completed your training on a single-engine, non-complex aircraft you will be issued with an SEP (Single Engine Piston) rating. Unlike the licence itself, which is valid for the holders lifetime, individual ratings do expire. The SEP rating is valid for 2 years from the date of issue. The requirements for revalidation are listed within the next few sections.

## Club Currency

In addition to the licence requirements themselves, our flying school requires a minimum 30 day currency on any of the club aircraft for your own safety and to adhere with the insurance requirements.



## Carriage of Passengers

To carry passengers on board the aircraft as Pilot in Command you must have completed at least 3 take offs and landings as sole manipulator of the controls of an aircraft the same type during the previous 90 days.

## PPL(A) Currency

The PPL is valid for the holder's life time, assuming their Class 1 or 2 medical certificate and relevant rating is valid.

The Single Engine Piston rating associated with the PPL is valid for 2 years from the date of issue (or revalidation). The rating may be revalidated by the following methods:

By Experience:

- Completing 12 hours of flying within the second year of validity, of which 6 of these hours must be PIC (Pilot in Command)
- Complete 12 take off and landings
- A 1 hour check flight (in the same class of aircraft as the rating) with a certified instructor



By Test:

- Within 3 months prior to the expiry day of the rating, pass a proficiency check with a flight examiner

## LAPL(A) Currency

Unlike the PPL, which has associated ratings, the LAPL only has the SEP rating, which is not endorsed on the license.

Holders of a LAPL shall only exercise the privileges on the licence when they have completed in the preceding 24 months:

- At least 12 hours of flight time as PIC
- Complete 12 take off and landings
- A 1 hour check flight of refresher training with a certified instructor

Holders that have not complied with the required currency shall:

- Undertake and pass a proficiency check with a flight examiner
- Perform the additional flight time or take off/landing requirements, flying dual or solo under supervision of an instructor

## Medical Currency

The three types of medical certificate, LAPL, Class 2 and Class 1 are valid between 6 months and 5 years subject to the class and ages of the holder. The medical certificates must be renewed by a certified Aeromedical Examiner (AME).

## Ratings and Differences Training

Once you have your licence, you can further develop and build on your flying skills by carrying out extended training for different classes of aircraft and flying conditions. This allows the holder to gain a class rating, which is an addition on your licence, which just like an SEP is typically expiring if not revalidated. All class ratings must be approved by sufficient training and test by a certified examiner. Typical class ratings that may be undertaken will include:

- Night Rating
- Restricted Instrument Rating (IR(R))
- Multi-Engine Piston Rating (MEP)



In addition to class ratings, differences training can be carried out after qualifying for your licence to account for all the different types of complex aircraft that may be flown under SEP/MEP ratings. Unlike formal class training, differences training does not result in an associated rating with the licence. Instead, differences training is considered complete once sufficient training has been completed and the holders log book signed off by a certified instructor (not an examiner).

Differences training includes:

- Retractable Undercarriage
- Variable pitch propeller
- Pressurised Cabin
- Turbo/Super Chargers
- Tail Wheel
- Electronic Flight Instrument System (EFIS); Glass Cockpit

## What we offer

In addition to the PPL and LAPL course, we also offer the Night Rating as well as the Instrument Rating Restricted course. These can be a good addition to your licence or a stepping stone to a commercial licence.

### Night Rating



The night qualification is for both PPL and LAPL licence holders that allow the privileges of flying at night. Night flying can be a very serene experience and is an extremely useful addition to have on your licence.

#### **Course Requirements:**

The course involves a minimum of 5 hours night flying which includes a 1 hour navigation exercise and 5 solo take off and landings. There are no exams for this qualification and there is no final test, you are certified to fly at night once the instructor is satisfied your are competent. At Dunkeswell Aerodrome we have a full certified lighting installation.

We do this over the winter period, however as the weather can be marginal we generally suggest training should be carried out over an intense two-three night period to make the most of good weather and avoid prolonging the training.

## Instrument Rating (Restricted)

The Instrument Rating Restricted IR(R) course offers the necessary training to allow a pilot to fly in Instrument Meteorology Conditions (IMC). The rating is designed as a rating to improve your VFR flying and will give you much greater confidence in the air, especially when the weather conditions are poor. It must not however be considered as a full Instrument Rating (IR) or used as such in full IFR conditions. The IR(R) is only applicable to those who hold a valid PPL or CPL, it cannot be added to the LAPL licence.



### Course Requirements:

The course consists of a minimum of 15 hours dual flying instruction, and a further 20 hours of ground theory. In addition to this, one ground school exam must be taken.

The following areas will be covered during your training:

- Limited and Full panel instrument flying covering all aspects of flight
- Recovery from unusual attitudes
- Radio navigation
- Instrument approaches
- Missed approach procedures
- Bad weather circuits

Before you are granted your IR(R) you must have completed:

- Minimum of 25 hours of experience after the grant of your PPL(A)
- At least 15 hours dual instruction
- Completed one theoretical knowledge examination
- Completed a flight test with a certified examiner

