



# Flight Training School

## Fact Sheet – EASA Private Pilots License

The EASA PPL, European Aviation Safety Agency Private Pilot Licence entitles the holder to fly EASA registered aeroplanes registered in the EU and non-EASA registered aircraft in the UK providing the holder has the correct ratings. However, as suggested in the title of the licence, it is a 'Private' licence and is purely for private flying only, not for commercial operations that lead to remuneration.

### **Before you begin a PPL, what do you need?**

Well, the PPL is the first licence for most people, so the pre requisits are minimal, in fact, the only requirements are that the student be at least 14 years of age, in order to log the hours. However, for a student to solo, typically after 15 hours of training, they must be 16 years of age and hold at least a Class Two Medical. You can find out more about medicals on the Pilot Medical section of our website.

### **What will I, and what am I required to do during the training?**

Well, once again there is an age restriction, although a student can solo at 16, they must be 17 years of age for the issue of a licence. During the training, which must consist of a minimum of 45 hours training (25 hours with an instructor, 10 hours solo) you will master the skill of first climbing, descending and turning, before complete many 'circuits' which are essentially small rectangles flown around your home airfield, consisting of a taking off, en-route and landing section, this perfects all phases of a flight before you solo and then move on to navigational and basic instrument training. During this time you will accumulate a number of solo hours including completing a 150-mile trip, landing at two other aerodromes other than your base, all solo.

Once all the above requirements have been satisfied along with passes (pass mark of 75%) in all 7 multiple choice examinations (Air Law, Meteorology, Navigation, Aircraft Technical, Flight Planning & Performance, Human Performance & Limitations Principles of Flight and Radio Telephony) and after completing practical radio examination, you will complete a Licensing Skills Test (LST) with an approved CAA examiner who will assess your flying, just like that of a driving examiner, with a typical test lasting around 2 to 3 hours, bringing all your flight training together.

You will then be able to apply to the Civil Aviation Authority (CAA) for the issue of your Private Pilot Licence, and your Single Engine Piston Rating (which qualifies you to fly single engine aircraft).

### **So, what are the specific privileges of holding a Private Pilot Licence?**

The holder of an EASA-PPL is permitted to:

- Fly an aircraft with a take off weight that does not exceed 5700kgs.
- Fly during daylight hours in visibility greater than 3km remaining in sight of the surface at all times.



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- You may carry passengers but you are not allowed to fly for reward, but you may cost-share your flying with passengers.
- A holder of an EASA-PPL may also, with the correct instructor or examiner privileges receive remuneration for flight instruction for up to PPL training.

## Is my licence valid forever?

Yes, your EASA Private Pilot Licence is valid for lifetime but your Single Engine Piston Rating is only valid for two years, to keep this 'current' you must fly at least 12 hours in the last year before expiry, of which one hour must be with a flying instructor. If you fail to do this you must then revalidate your rating with an approved CAA examiner.

## What is the cost of obtaining a PPL at Sherburn?

There is no fixed cost when gaining a licence, it is set by the cost of a number of 'known' costs, highlighted below, as well as 'unknown' costs which are more dependent on personal circumstance for example learning styles and frequency of training.

- Hourly Training Rates;
- Membership Fees;
- Exam fees, including ground exams and flight tests;
- Cancellation and no-show fees.

At Sherburn Aero Club there are no landing or touch and go fees, though these may be applicable at other airports you will visit during your navigation training and test.

As well as the above costs there are also a number of other costs to take into account when making your calculations:

- Medical fees, varying from examiner to examiner, usually around the £100-£150 mark for a Class Two medical;
- Equipment and study materials. These can be purchased online and usually amount between approximately £200-£300;
- If you decide to purchase your own headset rather than use a club headset, these can cost as little as £100 much as £1000 for the advanced sets. Most students in our experience will spend an average of £150-£250 on their first headset;
- Examiner fees and licence issue fees, these can be found on the CAA Scheme of Charges document available on the CAA website.

Having taken all these costs into account a PPL at Sherburn Aero Club between £6,500 and £7,500, this is assuming the minimum 45 hours training in one of our Aero AT3 training aircraft.

## What is the Course Structure?

