

PRIVATE PILOT LICENCE



"Flying from the heart of the Capital"

A Guide to Getting Your

PPL

08/2009

Getting a Private Pilot Licence (PPL)

If you want to discover the pleasures of flying yourself and others around New Zealand, you'll need to have a Private Pilot's Licence (PPL). This doesn't allow you to make an income from flying, but is the first step towards getting a commercial pilot's licence (CPL) which will allow you to make a career in aviation.

Starting out

If you have never flown before in a light aircraft, it's a good idea to experience a taste of what to expect before committing to lessons. The Wellington Aero Club offers a trial lesson lasting for 20 or 40 minutes. On the day you will be given a pre-flight talk on how the aeroplane works and how you will be able to control it. You'll then go out to the aircraft with your instructor who will show you around the outside and inside of the aircraft, before starting up the aeroplane to taxi. During your first lesson, the instructor will start to teach you how to fly, and you will be able to see if learning to fly is what you would like to do.

If, after the trial lesson, you catch the 'flying bug' then the training for your PPL will follow a structured progressive path. The course is made up of theoretical knowledge required (ground exams) and actual flight training. The good news here is that your trial lesson will count towards the course requirements and it will be the very first entry in your PPL logbook.

If you trained full time you could expect to obtain a PPL in 2–3 months. It's more usual to fly once or twice a week, in which case it will take about six months to a year to achieve your licence. How fast you work towards your PPL is up to you, but, having lessons too infrequently makes learning difficult.

You will be at least 16 years old before you take your first SOLO flight and 17 before you can sit your PPL Flight Test.

Everyone who studies for their PPL finds the flight training part of the course the most exciting. You should be aware that you will need a great deal of determination, motivation and patience to complete your training, particularly in the early stages.

But, it is definitely worth the effort!

Overview of the Syllabus

To gain a PPL you need to acquire particular flying skills, complete a certain amount of flight time, pass theory exams and undergo a practical flight test. You will also have passed an aviation medical examination.

At least 50 hours of flight time is needed, which must be made up of at least 15 hours Dual Instruction and 15 hours Solo flying (the balance can be either dual or solo). Within those totals you should have at least 10 hours cross-country flying (dual or solo), 5 hours advanced dual instruction and 5 hours dual instrument flying. You may also include 5 hours night flying, but this is optional. Most students usually require about 65 hours to complete their PPL, however this figure varies from person to person and frequency of flight training.

You can study on your own for the six theory exams that are part of the syllabus, using New Zealand text books that are sold by the club. Our instructors also offer "ground" courses for each of the subjects — ask for details. See the exams section below for further information.

Towards the end of your training you will revise your flying skills and carry out a practical test with a registered flight examiner. If you meet the required standard, you will be issued with your own PPL, the key to an exciting flying future.

You can also train for a Restricted PPL that limits you to flying near the airport where you trained. This type of licence requires only 40 hours of flight time, and doesn't include cross-country training.

Composition of lessons

Lessons are generally 90 minutes long, and consist of:

- pre-flight briefing
- flying the exercise
- post flight de-briefing
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In order to gain maximum benefit from each lesson, before each flight you should read the material in the "New Zealand Flying Training Manual" on the exercise to be flown.

At the post flight briefing you will be advised of specific reading and learning required for the next lesson.

As instructors time can be limited you should arrive at the club at least **10 minutes before** your booking.

PPL Syllabus

The PPL syllabus is made up of a number of stages that you follow through in a logical sequence:

1. Basic flying skills

This phase consists of dual flights to the flying training areas near the airport, during which you will be taught the following exercises:

- Introduction and orientation
- Pre-flight inspection
- Taxiing
- Checklists in preparation for flight
- Effects of controls
- Straight and level flight
- Climbing and descending
- Turns — level, climbing and descending
- Stalls
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You should undergo an aviation Medical as soon as possible after you decide to begin your PPL flight Training. The Aero Club can provide a list of approved medical examiners.

2. Circuits and landings

This phase consists of dual flights in the airport circuit (circuits and landings), preparing you for your first solo. During this time you will be taught to fly the aircraft correctly around the airport circuit pattern, mixing in with the range of traffic using Wellington airport. You'll learn how to use the radio correctly, approach and land the aircraft, and handle emergencies in the circuit.

The sequence of lessons during this phase is:

- Circuits and landings
- Powered approach landings
- Glide approach landings
- Landing with different flap settings
- Take off and landing in different wind conditions (crosswind techniques)
- Simulated engine failure on and after take off
- Emergencies in the circuit.
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You must have a current medical, and have passed the Radio Telephony exam, before you can make your first solo flight.

3. First SOLO

During the circuits and landings phase, once your instructor considers you have reached the required level of flying and radio proficiency, you will be authorised for your first SOLO flight which will consist of one circuit and one landing at Wellington's International Airport

4. Solo Consolidation

This phase consists of more circuits and landings, both dual and solo until you have completed a total of 3 hours solo time. Each lesson will commence with a number of dual circuits, and, depending on your proficiency in these circuits you will end the lesson with a number of solo circuits and landings.

5. Advanced General Flying

This phase consists of dual and solo flights outside the circuit in order to improve your flying skills through the various exercises and emergency procedures. At the end of this phase your flying proficiency will be of a sufficient standard to pass the general flying test for the PPL. You will have accumulated at least further 5 hours of solo time (a total of 8 hours of solo at this time).

The following exercises are included in this phase:

- Short field take offs and landings
- Forced landings without power
- Precautionary landings
- Steep turns
- Compass turns
- Instrument flying
- Low flying (dual only)
- Advanced stalling
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Ideally by the end of the advanced general flying phase you should have passed all the remaining theory exams as well.

6. Navigation and Flight Planning

This phase consists of at least two dual and two solo cross-country navigation exercises, during which you will be taught the following:

- Preparation of a navigation log
- Preparation of fuel required and weight and balance calculations
- How to prepare and file air traffic control flight plans
- Map reading and dead reckoning navigation techniques
- Use of navigation aids
- Communication with various air traffic control units during the flight
- Joining and landing at unfamiliar airports
- How to deal with possible emergencies
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At the end of this phase you will be proficient in the preparation and flying of a cross country flight.

7. Final Preparation and Flight Test

This phase consists of dual and solo flights improving your proficiency to the standard required for the final test flight.

Having reached the standard and gained the minimum flight time required (50 hours of which at least 15 hours are solo), you will be required to summarise and sign your logbook in the prescribed manner in preparation for your PPL Flight Test.

The Flight test is with a CAA Approved Testing Officer and will take about half a day to complete. The examiner will test you on knowledge of the aircraft, rules, regulations, and flying ability.

Once you have passed the flight test and completed an application for the PPL you must submit this together with your logbook, test results and applicable fee to the Civil Aviation Authority. The licence application must be accompanied by a "fit and proper person questionnaire". If all requirements are met, the CAA will issue the Private Pilot Licence to you.

Subject to certain conditions (which will be covered during your course of training), your privileges as a PPL holder will be to act, but not for remuneration (that is you can't get paid), as pilot-in-command or co-pilot of any aeroplane engaged in non-revenue flights, in weather conditions called Visual Meteorological Conditions, (also known as VMC). The CAA rules do however, allow you to fly friends or family on a cost share basis, once you have your PPL.

PPL Training Programme Overview

Exercise	Approx Duration
Basic Dual Training	
Effects Of Controls	.75hr
Straight & Level	.75hr
Climbing And Descending	.75hr
Medium Turns	.75hr
Climbing & Descending Turns	.75hr
Basic Stalling	.75hr
Stalling 2	.75hr
Dual Circuits	
Circuits	8hrs
EFATO (<i>Engine Failure After Take Off</i>)	1hr
Solo Circuits	
Circuit Consolidation	5hrs
Advanced Dual	
Area Familiarisation/Joining	2hrs
Forced Landings Without Power	2hrs
Steep Turns	2hrs
Low Flying	2hrs
Compass Turns	1hr
Instrument Flying	5hrs
Advanced Stalling	1hr
Map Reading	1hr
Advanced Solo	
Turns	1hr
Stalling	1hr
Forced Landings Without Power	1hr
Cross Country	
Dual Cross Country	5hr
Solo Cross Country	5hr
Flight Test Revision	
Dual Revision	5hr
Solo Revision	2hr
PPL Flight Test	1.5hr

Exams

The six theory exams that are part of the syllabus are set at about the level of high school exams. A score of at least 70% is required for a pass in any subject. You can study for the exams on your own, using New Zealand text books that are sold by the club.

Our instructors also offer courses for each of the subjects — ask for details.

The exams are

- Flight radio telephony
- Aviation law
- Aircraft technical knowledge
- Human factors
- Meteorology (weather)
- Air navigation and flight planning
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PPL exams are conducted by Aviation Services Ltd (ASL). Once you register for each subject exam, papers are sent to a nominated exam centre, and you must sit the paper within 2 months. You can sit in the evenings at the Wellington Aero Club, using a nominated supervisor (who charges for the service). See www.aviation.co.nz for further details.

Any incorrect answers in the exams are noted as 'knowledge deficiency reports' (KDRs). Before you sit your flight test you must have demonstrated, to a flying Instructor, that your knowledge of these aspects of the subject have improved.

Medical

To qualify for a PPL, pilots must pass a Class 2 aviation medical conducted by a CAA authorised medical practitioner. You can see a current list authorised medical examiners (AMEs) at the CAA website (www.caa.govt.nz) under the section 'medical' or ask your instructor for a current list.

Providing you continue to meet the legal medical requirements, there is no upper age limit for holding a PPL.

Total Cost Estimate as at April 2009

*Based on 50 hrs Flight Training
Guideline only- GST Included*

Flying:

<i>Tomahawk PA38-112</i>	<i>\$160.00 Solo</i>	
	<i>\$209.00 Dual</i>	
<i>35hrs Dual @ \$209/hr</i>		<i>\$7315.00</i>
<i>15hrs Solo @ \$160/hr</i>		<i><u>\$2400.00</u></i>
		<i>\$9715.00</i>

*Landing Fees At Wellington International Airport
Est' 44 @ \$23.00* *\$1012.00*

Other Costs: (Estimated Only)

<i>Medical and Licence fee</i>		<i>\$200.00</i>
<i>Logbook</i>		<i>\$35.00</i>
<i>Maps/Charts/Nav Computer etc</i>		<i>\$200.00</i>

Theory: (Ground Courses & Exams)

	<i>Self Study (textbooks)</i>	<i>Exam</i>	
<i>PPL Law</i>	<i>\$46.00</i>	<i>\$49.00</i>	
<i>PPL Navigation</i>	<i>\$59.50</i>	<i>\$49.00</i>	
<i>PPL Airtech</i>	<i>\$59.50</i>	<i>\$49.00</i>	
<i>PPL Meteorology</i>	<i>\$51.80</i>	<i>\$49.00</i>	
<i>PPL Human Factors</i>	<i>\$59.00</i>	<i>\$49.00</i>	
<i>Flight Radio Telephone</i>	<i><u>\$39.60</u></i>	<i><u>\$49.00</u></i>	
	<i>\$315.40</i>	<i>\$294.00</i>	<i>\$609.40</i>

PPL Flight test and issue fee (Inc a/c hire) *\$600.00*

Approximate cost assuming PPL obtained at 50hrs *\$12372.00*

Wellington Aero Club Inc

Wellington International Airport

246 Coutts Street, Rongotai, Wellington 6022

P O Box 14 091, Kilbirnie, Wellington 6241

Ph: 04 3888 444. Fax: 04 3888 533

Email: wnaero@flywellington.co.nz

Web: www.flywellington.co.nz