



Path2Pilot.com eBook – Free download

How to Become a Commercial Pilot or “From Zero to Hero”!

First Steps (toe in the water...)

1. Take a trial flying lesson at a local flying club to see if you like flying and are suited to it.
2. Gain a Private Pilot Licence (PPL) from a local flying school. This consists of a minimum of 50 flying hours and can be completed within three months. A list of approved training organisations in the UK can be found in the following CAA link:

<http://www.caa.co.uk/General-aviation/Learning-to-fly/Finding-a-flight-school/>

If Being a Commercial Pilot is for You (yes, I love it...)

3. You are strongly advised to obtain a Class 1 Medical Certificate from the CAA to make sure you are medically fit to be a pilot before committing your considerable time and money to commercial pilot training:

<http://www.caa.co.uk/medical/>

4. It is also advisable to take an aptitude test for potential pilots before committing yourself to the expense of commercial pilot training. This can be done by the Honourable Company of Air Pilots :

<https://www.airpilots.org/career-matters/careers-information/aptitude-tests/>

5. Enrol in an Airline Transport Pilot Licence (ATPL) theoretical knowledge ground school course and sit the mandatory 14 ATPL exams. This takes at least six months to complete and is often divided into three modules. This can be done as a Residential (full-time) course or by Distance Learning (DL) with crammer Revision Weeks in the classroom immediately before each exam session. You must take all 14 exams in 6 sessions and within 18 months of your first sitting. For those new to aviation, we strongly recommend a full-time residential course as a solid foundation on which to build your aviation career. Due to safety concerns, the examiners are changing the exam format and adding new questions. So, to pass the exams, a thorough understanding of the subjects will be required which only a full-time course can provide. Path2Pilot can help with this important phase of your training:

Modular vs Integrated Flight Training. (Now it is serious....)

There are two different routes to becoming a commercial pilot; an Integrated course and the Modular route. Airlines now recruit pilots from both types of schools as long as the schools involved are recognised by them as delivering a well-trained pilot. The qualification you need to become an airline pilot is commonly known as a frozen Airline Transport Pilot's Licence (fATPL). A fATPL is simply a CPL/IR license issued to a pilot who has completed all the necessary qualifications for a full ATPL, but does not yet have 1500 flying hours in his/her logbook. These hours would normally be completed in your first job as a commercial pilot or as a flight instructor.

Integrated schools offer a complete package for your training and are generally good, but very expensive and you may have to pay large sums in advance. Also, it is a full time course and there is little flexibility about the timing of your training which leads to a significant drop-out rate if you are not able to keep up with the high demands of their training courses.

The Modular route delivers the same training and can involve more than one school if required (eg., PPL flying school, ATPL ground school, CPL flying school). The main advantage is cost – it is by far the cheaper option that leads to exactly the same qualification needed to becoming an airline pilot – a frozen ATPL.

The Modular route costs about two thirds of the price of an Integrated course. The drop-out rate is much lower as you can progress at your own pace and it offers more flexibility and flight experience than the Integrated route. The ability to choose your own timing for each major element of the course helps the financial outlay.

The Modular route to a frozen ATPL is summarised as follows:

- *Private Pilot's Licence (PPL) - about 50 to 60 flying hours – 3 months minimum.*
- *Commercial pilot (ATPL) ground school studies and 14 exams.
(6 months residential or around one year distance learning course).*
- *Flight hours building (minimum 150 hours with 100 hours pilot in command)*
- *Commercial flight training, comprising:*
 - *Commercial Pilot's Licence (CPL) - 15 hours in 6 weeks.*
 - *Multi-Engine Rating (ME) – 6 hours in 2 weeks on light twin.*
 - *Instrument Rating (IR) test training on ME aircraft / simulator- about 50 hours and 8 weeks.*
 - *Instrument Rating (IR) flight test by CAA or EASA Examiner.*
- *MCC Course in flight sim of commercial jet transport type of aircraft. - 2 weeks in full flight sim of modern commercial jet (e.g. B737, A320, Emb 190).*

Costs Involved

After completing a PPL locally at any EASA approved Flying Club where costs of lessons vary according to location, you could come to Scotland to us for 6 months of intense classroom study for the 14 ground school ATPL Theory exams. You have to pass these before starting any commercial pilot flight training. The cost of our Residential course is typical and is currently £4950 plus local accommodation costs if required (about £400 per month). The DL option costs £2200. After this course with us and passing your CAA exams, you can go to any flight training school of your choice (Integrated or Modular) and we have established links to reputable flight schools in the UK and abroad to suit your needs.

Regarding the ground school studies, there are numerous options including our own DL course (self study on your own), but, for those new to aviation, we would always recommend the full-time Residential course where the student is taught by fully qualified and experienced pilots and instructors. Our staff here are all highly experienced and have delivered a highly effective programme for several years with very good results for the students. There is good and low cost accommodation available on site or nearby.

Overall, you should budget at least £100,000 for an Integrated course or £60,000 to complete your commercial licence training using the Modular route, including our course costs mentioned above. There are a few sponsored places offered by some airlines, but these are highly competitive and are generally loans that are paid back during the early years of your employment.

Financial assistance is also available for flight instruction to cover the above costs from commercial lending organisations such as BBVA. Guarantees are required on the assets of a third party. See link:

<https://www.bbva.com/personal-banking/mortgages-and-loans/loans/pilot-training-mortgages>

If we can be of further assistance, do not hesitate to get in touch. Our website is at <http://www.path2pilot.com> and we have a Facebook page under Pathway Pilot Training (Path2Pilot). We would really appreciate you liking our Facebook page, visiting our website and passing this detailed guidance on to any friends you have who are interested in becoming a commercial pilot.

Good luck with your flying – it's a great career.

Best Regards

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