Private Pilots Requirements

40 Hours of Total Flight Time

- <u>20 Hours of Flight Time with a Certified Flight Instructor</u>
  - 3 Hours of Cross Country Flight Training
  - 3 Hours of Simulated Instrument Training
  - 3 Hours of Night Training
  - *1 Night Cross Country Flight (100nm)*
  - *10 Landings to Full Stop*
  - 3 Hours of Test Prep

(completed within 60 days of flight test)

10 Hours of Solo Flight Time

- 5 Hours of Cross Country Flying

  (including a 150nm trip with landings at 3 separate airport)
  - 3 Take off and Landings to a Full Stop at a controlled airport

Note: listed time are the requirements minimums; most students receive their PPL with 50-75 hrs of flight time. Completion varies with each individual own ability to learn and frequency of flight time.

Earning your wings with Eagle East Aviation

Lawrence Municipal Airport
North Andover, MA.

978-683-3314

The intro flight

Your introductory flight will generally run ½ hour on the ground and ½ hour in the air. Make sure to dress for the day, nothing too bulky and wear light comfortable shoes.

Your instructor will usually make the takeoff, but once at a safe altitude, he'll hand you the controls. You'll fly out to the practice area, where you'll try your hand at the four fundamentals: straight and level flight, climbs, descents, and turns. Here you'll be able to get the feel of the airplane, and find out if flying is for you. Then you'll guide the airplane back to the airport. After landing, the instructor will answer any questions you may have, give you some written information and send you on your way without any hard sell. The decision will be completely yours.

Eligibility

Before you invest your time and money, you'll want to make sure you meet the eligibility requirements for the private pilot certificate and the 3rd Class medical certificate.

The minimum age requirement to solo is 16 and for the private pilot certificate, the minimum age moves up to 17, you must be able to read, speak, and understand the English language, take and pass a computer-based test on aeronautical knowledge, receive and log the flight training to meet specific aeronautical experience requirements; and, finally, you must take an oral exam and pass a check-ride formally known as the Practical test.

Prior to solo will need to have your Student Pilot certificate. The student pilot certificate is obtained by spending a half hour or so with your CFI and applying online. You certainly can take lessons prior to obtaining the student pilot certificate but you will need the medical and student pilot certificate in hand prior to your first solo.

If you are not a U.S. Citizen you will need to complete a TSA screening prior to taking your 2nd lesson. This is a simple process which usually takes about two weeks.

Your first solo

Initially, all your flight lessons will be aimed toward one goal: preparing you to fly by yourself for the first time. Your first solo flight will be a day that you'll always remember. Usually, it starts off like any other lesson: a few practice takeoffs and landings at your home airport, in your usual airplane. Then, when you're ready, your instructor steps out of the airplane, instantly making you the pilot in command. One of the first things you'll notice: without the extra weight of the instructor on board, the airplane has a lot more get up and go.

Besides receiving the flight training required to solo, you'll also have to complete a pre-solo written test. This is an open book review, administered by your instructor, and then corrected to 100 percent. Here you'll demonstrate that you have satisfactory knowledge of the applicable sections of FAR parts 61 (certification of pilots) and 91 (general operating and flight rules), the airspace rules and procedures for the airport where your solo flight will take place, and the flight characteristics and operational limitations of the airplane you'll fly.

Cross-country work

Until now, you've taken your plane to the practice area and perhaps a few local airports. Now it's time to get out a little. A cross-country is essentially a flight with a landing at an airport more than 50 nautical miles away from your home base. It is in this phase of your training where things really get interesting.

This is when you'll explore beyond your local area and learn how to "work" an airplane. Cross-country flying teaches you how to utilize the airplane as a transportation tool, moving passengers, baggage, and cargo from one city to another.

In this stage, you'll learn how to navigate using aeronautical charts, dig into the pilot's operating handbook to determine airplane performance, check weather reports and forecasts, and file an FAA flight plan. To learn these skills, you and your instructor first will fly a few dual cross-countries together. Then you will make a few solo cross-countries, including one long cross-country flight of at least of 150 nautical miles total distance, with full-stop landings at a minimum of three points.

Night Flights

Flying at night holds an awe and mystery on its own. The air is generally smoother, there's less traffic, and with the stars above and lights below the view can be magnificent. As during the day, you'll practice pilotage, which is the art of navigating visually by reference to landmarks on the Earth's surface. At night, good landmarks are roads, cities, coastlines, and airports. (An easy way to spot an airport at night is to look for its rotating beacon, which can easily be seen for miles.) You may practice a little bit of instrument work, where you'll use the flight instruments in addition to the natural horizon (which may be limited at night) to maintain the airplanes heading and altitude.

To fulfill the night requirements for the private pilot certificate, you'll need to log at least 3 hours of night time, make at least 10 night takeoffs and landings to a full stop and one night cross-country of more than 100 nautical miles total distance.

The knowledge test

Prior to conducting your solo cross-country's, you'll have to take and pass an exam known as the knowledge test.

This test is a 60-question, comprehensive, multiple-choice type test taken on the computer. The minimum passing score is 70 percent. That being said, you are STRONGLY encouraged to aim for 100 percent. Remember, we are flying airplanes here, knowledge and understanding enhances safety and drives the cost of flight training down. Once you pass the knowledge test, the results are valid for two years.

The test can be taken right here at Eagle East Aviation.

The checkride

Your journey culminates with the checkride. This is where everything you've learned comes together.

You'll probably take your checkride with the designated pilot examiner, or DPE, who is an experienced pilot authorized by the FAA to give checkrides and issue pilot certificates.

The checkride is a well-understood, fair, and straightforward event, and should hold no surprises. In fact, the FAA publishes a complete guide on it called the Airman Certification Standards or ACS—there's a separate one for each pilot certificate and rating. It details every maneuver and every task you may be asked to perform, every area of knowledge you are expected to know about, and completion standards are provided. Use it as a training guide well before test time comes around.

The checkride consists of two parts, an oral portion and a flight portion. Typically, the oral portion consists of a review of your knowledge test results and some additional verbal quizzing. After a review of your preflight preparation, you'll head out to the airplane and go flying.

The flight portion of the checkride is where you show the examiner that you are the master of the aircraft, with the successful outcome of each task is never in doubt. The examiner will evaluate your flying to make sure you demonstrate proficiency and competency within the approved standards, that you are safe, and that you exercise sound judgment.

One of the more common problems students have during the checkride is purely psychological—they just aren't used to flying with anyone else but their instructor. To overcome this barrier, Eagle East recommends that you take a *phase check* or mock checkride with an instructor you're not familiar with before your actual checkride. This helps to lessen anxiety and build confidence. The key is not to be intimidated by someone new, and to just fly the way you normally would.

While you're learning, don't get hung up on the number of training hours. Even though the regulations state that one can obtain a private pilot certificate in as few as 40 flight hours, the national average indicates most pilots require 60 to 80 hours. Instead of hours, focus on training to proficiency—that way you'll become a safe and competent pilot.

The road to a pilot certificate is challenging, exciting, interesting, and rewarding. You'll find that it is an amazing journey, one that will build self confidence, give you a sense of accomplishment, and put an enormous smile on your face.

Pilot supply suggestions for the student pilot

<u>0-3 hours</u> – Logbook.
Don't rush out and buy everything! Make sure you are in this for the long haul

<u>Must haves for 3-15 hour pilot:</u>
<u>SET UP AN IACRA ACCOUNT AND APPLY FOR YOUR STUDENT PILOT CERTIFICATE</u> https://iacra.faa.gov/iacra/default.aspx
<u>SET UP A MEDEXPRESS ACCOUNT AND APPLY FOR A 3RD CLASS MEDICAL</u> https://medxpress.faa.gov/medxpress/
Make an appointment for your medical!

Fuel-tester
Kneeboard with pen(s)
New York Sectional chart
Boston Class B chart
Checklist for the aircraft you normally fly
Pilot's Operating Handbook for the aircraft you fly
Visualized flight maneuvers book (High wing/Low Wing)
Start chipping away at your pre-solo written test!
Airport diagram/Chart supplement
Get familiar with the Private Pilot Airmen Certification Standards (ACS)
Airplane Flying Handbook
Pilot's Handbook of Aeronautical Knowledge
ASA Private Pilot Test Prep Book
Start thinking about a HEADSET

<u>Post-Solo must haves:</u>
Flight-bag
Get the Private Pilot Knowledge test passed prior to your solo X-countries! (Ideally, prior to your SOLO!)
CP-1 or CP-R Plotter
E-6B flight computer
Flashlights/headlamp
FAR/AIM
Headset
Multi-purpose tool   Gerber/Leatherman