# Civil Aviation Authority

## Part-FCL Private Pilot Licence PPL (A)

## Flight Training Syllabus



*Name:* ........................................................................ *Telephone (Home):* ...................................

*Membership No.* ............................................................ *(Work):* ..................................................

*Address:* ..................................................................... *(Mobile):* ...............................................

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*Date Commenced:* ........................................................

*Medical Certificate Type:* ............................................. *Expires:* ..................................................

Part-FCL PPL (A) Flight Training sSyllabus and Student Record of Training.

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This syllabus can also be used in conjunction with the Pooleys Aviation Academy:

POOLEYS
AVIATION ACADEMY

https://letsfly.pooleysaviationacademy.com

# SECTION 1: Introduction

## Becoming a Pilot

Every pilot begins as a student pilot, whether the aim is to fly for a hobby or to fly for a career. Learning to fly does not take long – within the first 20 hours of flying training you will have learned the basic skills. Since the training period is so short, good habits must be developed right from the start. Patterns formed in the first few hours will stay with you throughout your flying life, and so, to gain the maximum benefit from each hour in the air and to develop good habits, you should be well prepared. This syllabus will help you to do this. An advanced formal education is not a requirement to become a pilot, although use of the English language is required for radio calls as is a knowledge of basic mathematics. Beyond that, no special academic skills are required.

It is worth making a note of the fact that a medical needs to be achieved before you are able to go solo. This can be done through an approved medical examiner.

The purpose of this document is to guide you through the **PPL (A) Training Syllabus** and is a written record of your progress for the period of your training.

Guidance from your instructor is invaluable throughout the training. However it is most important that you use the advice contained within these pages to maximise your efforts. It is too costly an activity to cut corners and disregard information that is vital to your success.

The time scale to complete your training is of course the most uncontrollable factor. Unreliable weather means that you cannot expect any plan or diary to proceed exactly to schedule. Therefore *'poor weather'* days should be utilised to learn all about the many facets of light aviation. Safety is paramount and the acquisition of knowledge enhances this tenfold. Study may seem tedious at times, especially when all you really want to do is to get out there and fly but without the theory, the practical will become more costly.

However, achieving your PPL will rank as one of the greatest successes of your life and opens up opportunities to fly not only in the UK and Europe but also with further training you could find yourself on the path to becoming an Airline Captain. Good luck!

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## Minimum Age: 17 Years

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## Minimum Training Hours (with no previous flying experience):

| PPL | Dual | Solo | TOTAL |
|---|---|---|---|
| *Hours* | *As required* | *10:00* | *40:00* |

**NOTE:** *The remaining minimum of 5 hours may be made up of dual or solo flying or could be credited from other licences.*

### *The flying training shall include no less than:*

a. 2 hours stall/spin awareness training.

b. Sufficient instruction in instrument flying to enable the student to maintain control of the aeroplane and perform a simple 180° turn if inadvertently entering cloud (IMC conditions).

c. 5 hours solo cross country time, including your Qualifying Cross Country, which is a solo navigational trip of at least 150 nm (270 km) including full stop landings at two new airports.

## Equipment Necessary for Day 1

Throughout the PPL course you will have to purchase some essential equipment. Below is a list of equipment you will need from day one:

- *Pooleys Log book*
- *Pooleys Checklist*
- *Pooleys Airfield Plate (taken from the latest Pooleys Flight Guide)*
- *Fuel Tester*
- *Pooleys Kneeboard and Log Pad*
- *Sunglasses*

There are also the **Air Pilot's Manuals** that you will require during your course of training and which are essential for the theory of the flight exercises and for the ground exams:

- *Air Pilot's Manual, Volume 1 – Flying Training*
- *Air Pilot's Manual, Volume 2 – Air Law & Meteorology*
- *Air Pilot's Manual, Volume 3 – Navigation*
- *Air Pilot's Manual, Volume 4 – The Aeroplane Technical*
  *(Including Aircraft General Knowledge, Flight Performance & Planning and Principles of Flight)*
- *Air Pilot's Manual, Volume 5 – Radio Navigation & Instrument Flying*
- *Air Pilot's Manual, Volume 6 – Human Performance & Limitations and Operational Procedures*
- *Air Pilot's Manual, Volume 7 – Communications*

You can also use the Pooleys Aviation Academy, an online learning management system that contains all the PPL Theoretical Knowledge material needed to complete the course.

***https://letsfly.pooleysaviationacademy.com***

As you progress through the course you will be required to purchase other equipment as and when you need it, this includes:

- *CRP-1 Flight Computer*
- *NM-2 16" Scale Ruler 1:500,000/1:250,000*
- *PP-1 Protractor*
- *Aeronautical Charts*

There may also be other equipment that you may want to purchase that you will also need sooner or later:

- *Personal Headset*
- *Pooleys United Kingdom Flight Guide (latest edition)*
- *A Flight Case*

Finally, for convenience, Pooleys supplies a **Fixed Wing Student Starter Kit** containing everything you need for your course and by purchasing everything together, you will make a considerable saving.

## Clothing to Wear

While flying an aircraft we suggest you wear comfortable, functional clothing and footwear. Avoid high fashion clothing, as it is possible that you may get a little oil or dirt on them.

## Footwear

The soles should be quite thin so you can feel the rudder pedals properly. Flat soled shoes are recommended so they don't pose a problem when doing the *'walk-around'* inspection and whilst entering and exiting the aircraft.

## SECTION 2: Flight Training Syllabus

# *Flight Instruction for the PPL (A)*

## (a) ENTRY TO TRAINING – MEDICAL REQUIREMENT

Before being accepted for training an applicant should be informed that the appropriate medical certificate must be obtained before solo flying is permitted.

## (b) FLIGHT INSTRUCTION

1. The PPL (A) flight instruction syllabus takes into account the principles of threat and error management and also covers:

   - **i.** *Pre-flight operations, including mass and balance determination, aircraft inspection and servicing;*
   - **ii.** *Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;*
   - **iii.** *Control of the aircraft by external visual reference;*
   - **iv.** *Flight at critically low air speeds, recognition of, and recovery from, incipient and full stalls;*
   - **v.** *Flight at critically high air speeds, recognition of, and recovery from, spiral dive;*
   - **vi.** *Normal and crosswind take-offs and landings;*
   - **vii.** *Maximum performance (short field and obstacle clearance) take-offs, short-field landings;*
   - **viii.** *Flight by reference solely to instruments, including the completion of a level 180° turn;*
   - **ix.** *Cross-country flying using visual reference, dead reckoning, moving map displays (if available) and radio navigation aids;*
   - **x.** *Emergency operations, including simulated aeroplane equipment malfunctions;*
   - **xi.** *Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, communication procedures and phraseology.*

2. Before allowing the applicant for a PPL (A) to undertake his/her first solo flight, the Flight Instructor should ensure that the applicant can use R/T communication.

## (c) SYLLABUS OF FLIGHT INSTRUCTION

*1.* The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide; therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

   - **i.** *The applicant's progress and ability;*
   - **ii.** *The weather conditions affecting the flight;*
   - **iii.** *The flight time available;*
   - **iv.** *Instructional technique considerations;*
   - **v.** *The local operating environment;*
   - **vi.** *Applicability of the exercises to the aeroplane.*

*2.* Each of the exercises involves the need to be aware of the needs of good airmanship and look-out, which should be emphasised at all times.

## Itinerary of Flying Exercises

- *Basic Training*
- *First Solo*
- *Solo Consolidation*
- *Dual Navigational Training Interspersed with:*
  - *Pre-Solo Navigation Exercises*
  - *Advanced Turns*
  - *Forced Landing without Power and Partial Power Loss*
  - *Precautionary Landings*
  - *VFR Radio Navigation*
  - *Basic Instrument Flight*
- *Solo Navigation Exercises*
- *Cross Country*
- *Skill Test Revision and Preparation – once completed no further dual training takes place.*
- *Skill Test – either in one or two parts (your choice)*
- *Licence Application*

As you approach your skill test revision ask your instructor to book test slots. This will give you a target to focus on and will help to avoid delays.

If at any time you feel uncertain of your performance or any other aspect of your flight training, do not hesitate to speak to your instructor or the Chief Flying Instructor (CFI).

Each flight lesson starts with a descriptive summary of the objectives and coverage of the contents. This is followed by a list of the lesson items.

In relation to technical knowledge, the student should have an adequate understanding of the ground subject items listed at the end of each phase of flight training before proceeding to the next phase.

**Note 1.** *The flying hours shown on page 11 are for guidance only. The actual times will clearly vary dependent upon the needs of the individual student. However, the hours shown are recommended as the minimum time in each lesson which will be needed in order that the student can reach the required performance standard.*

**Note 2.** *In this curriculum of training it is assumed that Exercise 3 in the PPL syllabus, i.e.* **"Air Experience"** *has been completed before the commencement of Flight Lesson No. 1.*

**Note 3.** *Flight Lesson No. 1 should only commence after Exercise 1 of the PPL syllabus, i.e.* **"Familiarisation"** *exercise and should include that part of Exercise 1E which relates to the location and use of emergency equipment and exits (as applicable to aircraft type). Exercise 2 of the PPL syllabus, i.e.* **"Preparation for, and action after flight"** *is arranged in this curriculum as an integral part of the initial flight lessons.*

**Note 4.** *In relation to the term* **'incipient spin'***, it should be appreciated that the correct aerodynamic definition of this is at variance with the purpose of the spin avoidance training. For example, the generally accepted definition of an incipient spin in aerodynamic terms is:*

**The region between spin entry and a developed spin, in which, the outcome of the struggle between growing and changing pro-spin and anti-spin moments has not been resolved.**

*This would usually involve a manoeuvre in which the aeroplane has entered or passed through the inverted attitude. Should such a situation occur at low height, e.g. during the* **'take-off and initial climb' or 'approach to landing'** *phase of a flight, recovery to a safe flight attitude would be most unlikely. Therefore, in training, the incipient spin should be considered as that attitude when a wing has dropped to 45° of bank with the resulting recovery being effected before the wing reaches the 90° position.*

*It will be important to refer to the flight manual for the specific aeroplane to determine whether any restrictions apply to the practice of incipient spins with flaps down, and/or power on.*

**Note 5.** *All log book entries should relate to the air exercise numbers as listed on pages 13 to 37 and not to flight lesson numbers.*

**Note 6.** *It would be advisable for student pilots to have received ground training in the relevant technical subject section of this syllabus and passed the PPL written examinations in:*

**Air Law, Operational Procedures and Human Performance and Limitations before their first solo flight. Then Meteorology, Navigation and Communications before the first solo cross-country flight.**

**Note 7.** *All theoretical knowledge examinations must have been completed before undertaking the skill test.*

# GUIDANCE NOTES

*1.* The times set out in this breakdown of flying hours represent minimum times based on the capacity of the above average student. Flight instructors will need to consider the capacity of their individual students to ensure that additional training is given when necessary. It should also be noted that the skill test, although part of the course of training, cannot be counted towards the minimum flight training required.

*2.* It should be understood that the numbering system used for the various flight exercises, e.g. 3. Air Experience, 4. Effects of Controls, has been adopted historically for the convenience of making *'personal flying log book'* and *'progress folder'* entries and apart from exercises 1 to 4, the order in which each exercise or part of an exercise is introduced is at the discretion of the approved training organisation and instructors. Similarly and *(with the exception of those hours which are mandatory for a particular exercise i.e. navigation, stall awareness/spin avoidance)* the breakdown of hours against exercises as outlined on *page 11* is only produced as an example of how the hours may be divided throughout the course. However, the student should achieve the required standard in a particular phase before commencing the next phase in sequence.

*3.* All practice emergencies must be recorded at the appropriate times in the students' log books.

*4.* Recoveries from incipient stalls, stalls and incipient spins must have been demonstrated and practised before first solo. Practice in these air exercises and also in slow flight should be continued at intervals throughout the course.

*5.* Experience has shown that pilots who have been trained at grass aerodromes frequently find difficulty in landing on paved runways and vice versa. Before authorising solo landings on hard runways or grass, adequate training must have been given. This particularly applies to landings on runways in crosswind conditions.

*6.* The introduction to instrument flight should have been given before solo navigation is undertaken.

7. For the purpose of this syllabus, a *'cross-country'* is a planned flight in which the pilot follows a pre-determined route using normal visual navigation techniques.

*8.* Before solo cross-country flights the student must have had dual training in away landings, operation at minimum level *(navigation at lower levels)*, an unscheduled diversion and lost procedure. The authorising instructor shall sign the student's Solo Navigation Briefing Certificate *(page 41)*, which states that he/she has been fully briefed. The student should also sign the certificate agreeing that this briefing has been received. The PPL Solo Cross-country Certificate *(page 39)* must also be signed by the authorising instructor before the qualifying solo cross-country flight.

*9.* Rules and instructions relating to cross-country flights must be available and include the following:

*(a)* *No student shall take-off on a solo cross-country flight without written authorisation by a qualified flight instructor; and*

*(b)* *If a student should make an unscheduled landing due to becoming lost, or for any other reason, he/she must not take-off again to continue the flight without first contacting the Chief Flying Instructor (CFI) or authorised deputy, who will re-authorise the continuance of the flight or make arrangements for the student and the aircraft to be recovered.*

*10.* This syllabus incorporates the mandatory requirement for two hours of stall/spin awareness and avoidance training, and the time spent during this type of training must be clearly shown in the student's log book. This should be done by entering the time *(in minutes)* which is spent during the demonstrations and practice of exercises 10A *(slow flight),* 10B *(stalling)* and 11 *(spin avoidance)* in the *'remarks'* column of the log book.

*Example:* 10A (15) . . . 10B (10) . . . 11 (10)

Failure to enter stall/spin awareness and avoidance training in this manner may result in delays to the licence issue.

*11.* Once the student has been introduced to the practice of slow flight, stalling and spin avoidance, these should be practised at frequent intervals throughout the course. A student's competence in these exercises can only be maintained or improved by frequent practice and there will be many occasions when this type of training can be conducted at a safe altitude and fitted in between other air exercises.

An example of how this can be achieved may be seen by studying the flight lessons, contained in the Curriculum and Flight Planning Guide on the following pages. The flight lessons make provision for this practice to be spread throughout the course and by following this procedure the two hours of mandatory training will be accomplished. It will also satisfy the principle behind the introduction of this type of training in the PPL course.

*12.* During later stages of the stall awareness and spin avoidance training, the instructor should set up situations which will cause distractions to the student.

*13.* The skill test must be completed within 6 months of completing the flight training.

*14.* Sheets have been provided at the back of this booklet for instructors who wish to write notes on their student's progress. These sheets can be copied as required.

## SUMMARY OF AIR EXERCISES
## Contained in PHASES 1 to 4 of the Flight Curriculum

Air Exercise Nos. 1 and 3 should be completed before Flight Lesson No. 1

**NOTE:** *Please bear in mind the difference between Flight Lessons and Air Exercises. Multiple exercises may be completed within one lesson.*

### PHASE 1, FLIGHT LESSONS 1 – 8

AIR EXERCISES

| | |
|---|---|
| **2.** | ***Preparation For and Action After Flight*** |
| **4.** | ***Effects of Controls*** |
| **5.** | ***Taxying*** |
| **6.** | ***Straight and Level Flight*** |
| **7.** | ***Climbing*** |
| **8.** | ***Descending*** |
| **9.** | ***Medium Turns*** |
| **10/11** | ***Slow Flight/Stalling/Spin Avoidance*** |
| **12.** | ***Take-Off and Climb*** |
| **13.** | ***Approach and Landing*** |

### PHASE 2, FLIGHT LESSONS 9 – 12 *Consolidation of previously taught air exercises (as required)*

AIR EXERCISES

| | |
|---|---|
| **10b (ii)** | ***Stalling*** |
| **11.** | ***Spin Avoidance*** |
| **14.** | ***First Solo*** |

### PHASE 3, FLIGHT LESSONS 13 – 21

AIR EXERCISES

| | |
|---|---|
| | ***Consolidation of Take-Offs and Landings including:*** |
| | ***Crosswind Take-Off and Landing*** |
| **12/13** | ***Short Field Take-Off and Landing, Soft Field Procedures*** |
| | ***Glide Approaches, Powered Approaches & Flapless Landings*** |
| **12/13** | ***Emergency Procedures (as appropriate)*** |
| | ***including Circuit Joining*** |
| **14b.** | ***Circuit Departure Procedures, Local Area Orientation,*** |
| | ***RTF Procedures, Use of Magnetic Compass, Map Reading,*** |
| | ***Use of Radio Aids for Homing, Circuit Rejoining.*** |

### PHASE 4, FLIGHT LESSONS 22 – 35 *Revision/Consolidation (as required)*

AIR EXERCISES

| | |
|---|---|
| **15.** | ***Advanced Turning*** |
| **16.** | ***Forced Landings without Power and Partial Power Loss*** |
| **17.** | ***Precautionary Landings*** |
| **18a.** | ***Pilot Navigation*** |
| **18b.** | ***Navigation Problems at Lower Levels and in Reduced Visibility*** |
| **18c.** | ***Radio Navigation*** |
| **19.** | ***Basic Instrument Flight*** |

### REVISION FOR THE PPL SKILL TEST

*(The table below is a suggestion for the breakdown of the PPL (A) course and can be adopted or amended as required)*

| FLT | SORTIE | FLIGHT TIME | | TOTAL | REMARKS |
|---|---|---|---|---|---|
| | | DUAL | SOLO | | |
| **PHASE 1** | | | | | |
| 1 | Effects of Controls 1 | 1.2 | | 1.2 | Ex. 4(i) |
| 2 | Straight and Level 1 | 1.2 | | 2.4 | Ex. 6(i); 5a |
| 3 | Effects of Controls 2/Straight & Level 2 | 1.3 | | 3.7 | Ex. 4(ii); 6(ii); 5b |
| 4 | Climbing/Descending | 1.2 | | 4.9 | Ex. 7; 8(i) |
| 5 | Turning/Descending 2 | 1.2 | | 6.1 | Ex. 8(ii); 9 |
| 6 | Slow Flight/Stalling 1 | 1.3 | | 7.4 | Ex. 10a |
| 7 | Stalling 2/Spin Avoid | 1.2 | | 8.6 | Ex. 10b(i)(ii); 11 |
| 8 | Circuits | 1.0 | | 9.6 | Ex. 12; 13 |
| **PHASE 2** | | | | | |
| 9 | Circuits | 1.0 | | 10.6 | Ex. 12; 13; 12/13E |
| 10 | Circuits | 1.0 | | 11.6 | Ex. 12; 13; 12/13E |
| 11 | Circuits Dual to First Solo | 0.8 | | 12.4 | Ex. 12; 13; 12/13E |
| 12 | First Solo | | 0.3 | 12.7 | Ex. 14 |
| **PHASE 3** | | | | | |
| 13 | Circuit Consolidation 1 | 0.5 | 0.5 | 13.7 | Ex. 12; 13; 12/13E |
| 14 | Circuit Consolidation 2 | 0.3 | 0.7 | 14.7 | Ex. 12; 13; 12/13E |
| 15 | Circuit Consolidation Solo | | 1.0 | 15.7 | Ex. 12; 13; 12/13E |
| 16 | Circuit Consolidation Solo | | 1.0 | 16.7 | Ex. 12; 13; 12/13E |
| 17 | Advanced Turning/GH Revision | 1.0 | | 17.7 | Ex. 5-13; 15 |
| 18 | PFLs/Circuits | 1.0 | | 18.7 | Ex. 5-13; 15; 16 |
| 19 | Solo GH | | 1.0 | 19.7 | Ex. 5-13; 15 |
| 20 | PFLs & Precautionary Ldgs/GH Revision | 1.0 | | 20.7 | Ex. 5-13; 15-17 |
| **PHASE 4** | Revision, Consolidation and Navigation | | | | |
| 21 | Solo GH | | 1.0 | 21.7 | Ex. 5-13; 15 |
| 22 | Dual GH | 1.0 | | 22.7 | Ex. 5-13; 15-17 |
| 23 | Dual IF | 1.0 | | 23.7 | Ex. 19 |
| 24 | Dual IF | 1.0 | | 24.7 | Ex. 19 |
| 25 | Nav 1; Intro | 1.5 | | 26.2 | Ex. 18a |
| 26 | Nav 2 | 1.5 | | 27.7 | Ex. 18a |
| 27 | Nav 3 Solo Navigation | | 1.0 | 28.7 | Ex. 18a |
| 28 | Nav 4 VFR Diversion | 1.5 | | 30.2 | Ex. 18a; 18b |
| 29 | Nav 5 L/A | 1.5 | | 31.7 | Ex. 18a; 18b |
| 30 | Nav 6 L/A | 1.5 | | 33.2 | Ex. 18a; 18b |
| 31 | Solo Nav | | 1.0 | 34.2 | Ex. 18a |
| 32 | Radio Nav | 1.5 | | 35.7 | Ex. 18c |
| 33a | PPL Cross Country 1 | | 1.0 | 36.7 | Ex. 18a |
| 33b | PPL Cross Country 2 | | 1.0 | 37.7 | Ex. 18a |
| 33c | PPL Cross Country 3 | | 1.0 | 38.7 | Ex. 18a |
| 34 | GH Skill Test Rev | 1.3 | | 40.0 | Ex. 5-13; 15-17 |

***NOTE 1** *The navigation section of the skill test may be combined with the general handling sections of the test, or may be undertaken as a separate flight.*

****NOTE 2** *5 hours of the flight time shown on page 11 may have been completed in a Flight and Navigation Procedure Trainer (FNPT) or flight simulator.*