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PPL(A) (Privat Pilot Licence Aircraft) training

1. Einleitung

Switzerland is member of the *European Aviation Safety Agency (EASA)*, which issues the legal framework for almost all aviation activities, on behalf of the national authorities of all EASA member states. *EASA* is about to take over the actually valid legal framework ‚JAR-Flight Crew Licencing‘ from the *JAA*. The document *JAR-FCL 1* says what has to be covered in a PPL-Training course. That means all european flight schools have to cover the same program. After passing your PPL Skilltest you will get a JAR-PPL licence allowing you to fly all single engine piston airplanes registered in Switzerland or in any EASA member state.

In the following text we always reference to a JAR-FLC conform PPL training. One could also perform only a part of this training course and end up with a so called ‚restricted privat pilot licence‘. This is a national licence only and allows a pilot to fly within Switzerland and within certain lower airspace. The ‚RPPL‘ does not allow flight to controlled airports like Zurich, Bern or Grenchen. The cost for an RPPL are about two third of a full PPL. One can upgrade an RPPL to a PPL fulfilling the additional requirements for a PPL. There is another licence category, called ‚Ecolight PPL‘. Ecolights are a separate airplane category. A pilot who makes his training on an Ecolight aircraft is not allowed to fly ‚normal‘ single engine piston aircraft. Hours flown on Ecolights can not be counted towards the required hours for a PPL on a conventional single engine piston aircraft. If you are surfing the Internet and studying the different offers of flight schools be aware that the low-price offers normally cover either just a RPPL or a training course on a Ecolight Aircraft.

2. Training at Stoffel Aviation

Stoffel Aviation offers basic and advanced flight training on two fully equipped and approved tailwheel aircraft. We fly regularly from Speck-Fehraltorf or alternatively from Birrfeld, Zurich or some other airfields in the greater Zurich area like Buttwil or Wangen-Lachen. Our airplanes are in excellent condition and are specially suited for basic training because they are quiet demanding and offer the ideal platform for advanced flight training later during the career of a pilot.

It's easy to learn (and to teach) in our airplanes as we sit side-by-side and have installed the newest active noise suppression headsets as well as an intercom system.

But: the by far most important factor for your training is the flight instructor!

Our flight instructors are highly qualified commercial or airline pilots, each with an experience of many thousand hours. We specialize on being always ready to offer flight training at the times our customers are available. For the preparation for the written test as well as for the so called 'Voice' training we arrange us with your schedule. We are half a dozen of experienced flight instructors and we love to instruct and with our experience we try to develop your skills and experience to become a top pilot.

On request Stoffel Aviation offers tailored PPL(A) written test preparation courses. We check all the options available for the special demands of our customers and recommend our trainees the best solution. Most of the time this best fitting solution is one of the internet based 'distant learning' courses offered by our partner schools or it's the 'self study plus additional one-on-one' theory course. Good and effective planning of your training towards your final target, be it PPL, CPL or ATPL, avoids inefficiencies later on during your training.

We always tell you the truth. Our cost offer on the next page is realistic and based on our experience. If you are comparing different flight schools offers you will realize that most of them are correct, but not complete and sometimes are based on unrealistic assumptions. There are some way's to accelerate flight training and keep the cost low, for example with our proposed 'self study' towards the written PPL test. Our instructors will give you advice and hints to progress quickly.

3. final target

After the PPL skill test you are able to fly safe and efficient. The privat pilot licence is the base for any other higher licence like a CPL (*Commercial Pilot Licence*) or an IR (*Instrument Rating*) or further training to become an airline pilot.

With the PPL in your pocket you may rent our airplanes to very competitive rates. Flying trips trough europe, scandinavia or nothern africa : such trips are big fun and an excellent way to build up experience. The 'modular training concept' is ideal if you, after gaining your PPL wings, want to continue your training towards the IR (instrument rating), CPL (commercial pilot licence) or an ATPL (airline transport licence).

Based on your top basic flying education, that means having done your basic training on a demanding tailwheel aircraft with instructors who really know what is required to fly todays sophisticated airplanes you are well prepared for an aviation carreer.

Some of our instructors are also instruction for our partner flight school, where they instruct towards the instrument, multi engine and commercial pilot licence. That means we can take care of your flight training up to almost all your targets.

4. Training

- JAR-FCL 1.100 minimum age: 16 years to start flight training and for the first solo flight
- Minimum age to pass the privat pilot skill test (PPL): 17 years
- JAR-FCL 1.105 *medical fitness*: you need at least a medical *certificate class 2*
- JAR-FCL 1.120 experience and crediting: an applicant for a PPL(A) shall have completed at least 45 hours as a pilot of aeroplanes; a total of 5 hours of this

45 hours may have been completed in a BITD (basic instrument training device), a FNPT (flight and navigation procedure trainer) or a flight simulator. Holders of pilot licences or equivalent privileges for helicopters, microlight helicopters, gyroplanes and microclights having fixed wings and moveable aerodynamic control surfaces acting in all three dimensions, gliders, self-sustaining gliders or self-launching gliders may be credited with 10% of their total flight time as pilot-in-command in such aircraft up to a maximum of 10 hours towards a PPL(A).

- JAR-FCL 1.125 Training course: An applicant for a PPL(A) shall complete at an FTO or an accepted registered facility the required instruction in accordance with an approved syllabus. An applicant for a PPL(A) shall have completed on aeroplanes, having a certificate of airworthiness issued or accepted by a JAA/EASA Member State, at least 25 hours dual instruction and at least 10 hours of supervised solo flight time, including at least five hours of solo cross-country flight time with at least one cross-country flight of at least 270 km (150 NM), during which full stop landings at two aerodromes different from the aerodrome of departure shall be made.

5. Theoretical knowledge

Today most candidates register for an internet based 'distant learning' course to get the required level of knowledge to pass the written exam. During such a course, one or two 'presence learning seminars', each lasting 1-2 days, offer time to discuss open items and ask questions.

For the required part 'radiotelephony' the necessary training takes place during a so called 'Voice-Kurs'. Today excellent training devices exist, as you for example can find under www.vfr-voice.ch. To fulfill the requirement for 'language proficiency english level 4' for non-english speakers its required to get the necessary knowledge and training in a course not offered within the aviation training scene.

Before your PPL(A) Skilltest the written theory exam as well as the radiotelephony test have to be passed. The language proficiency test may be passed after the PPL(A) skill test.

6. financial aspects

medical class 2 (approximative)	250sFr
PPL Syllabus, Flight Log	50sFr
20 hours true flight time, 192sFr/h on Jodel D11	3840sFr
20 hours true flight time, 198sFr/h on Jodel DR1050	3960sFr
90 hours flight instructor time, 78sFr/h	7020sFr
150 landing fees Speck-Fehraltorf, 12 sFr/landing	1800sFr
10 hours FNPT (flight and navigation procedure trainer)	300sFr
20 landing fees on airports outside homebase, 15sFr/ldg	300sFr
Hack Meteorology for pilots	75sFr
AIP	159sFr
Written test preparation course 'distant learning' english	1590sFr
Voice course	900sFr
Examination fees	350sFr
Total	<u>20'594sFr</u>

The cost for a PPL are transparent : you need an aircraft, a flight instructor and an airport. The aircraft has a counter installed, starting to count minutes once you have passed approximately 30 knots during take-off roll, and stops counting when the speed falls below 30 knots after landing. You only pay the flight time. The flight instructor you have to pay during the time you really need him, that means during breaks you do not have to pay for the instructors time. The airport you pay for with the landing fees, approximately 10 sFr/landing. Our homebase airport Speck-Fehraltorf asks for a member fee of 100sFr/year for trainees.

7. How long does it need to get a PPL(A)?

Most of the time our trainees need about one season, sometimes a year from the begin until they pass the PPL(A) skill test. You can do the whole training program within 2-3 months, but that requires a full commitment to this training course.

8. Intensive/full time training

If you want to get your PPL within the shortest possible time, then you are at the right address with Stoffel Aviation. We have a huge experience with ‚high density training courses‘. We will arrange a program for you to reach your personal targets within the shortest possible time.

If required due to customer request or seasonal constraints we base one of our aircraft outside of the normal homebase airfields, e.g. in Sion, Les Eplatures or St.Moritz/Samedan.

Our cost estimate is realistic and contains some reserve, e.g. with the simulator hours. It assumes a normal talented candidate, which comes early enough and prepared to every flying lesson and is able to perform all preflight duty's after the end of stage 1, that means after approximately 7 flights. As earlier you are able to make the preflight checks and refueling of the airplane and preparing the necessary documents for the preflight briefing, as less instructor time is required.

Book a trial flight with us, but be aware: flying has a potential to get addicted!

regards



Martin Gautschi
Head of training, Stoffel Aviation