

# Contents

<b>Page</b>	<b>Subject</b>
1	Contents
2	Introduction / QSP
3-8	Multi-Engine Accreditation
9-14	Non Multi-Engine (Fastjet) Accreditation
15-20	Military Rotary to Civilian Rotary Accreditation
21-22	Military Rotary to Civilian Fixed Wing Accreditation
23-25	Modular Training for the Airline Pilot's Licence for AEO's, Air Engineers, ALM's, Air Signallers and non-aircrew personnel
26-27	Choosing a flight training provider
28	Flight training providers
29-30	Funding of training
31	Useful references

# Obtaining an Airline Transport Pilot's Licence during resettlement

The purpose of this brochure is to advise the Q.S.P. and other military personnel who wish to pursue a career in commercial aviation as a pilot. It is also an attempt to simplify what is often perceived as a confusing and complex subject. This brochure is not intended to be an absolute and definitive guide to gaining JAR FCL licences and it should be noted that such regulations do change from time to time. However, it is hoped the brochure will clear up some misunderstandings and provide useful information for resettlement purposes. Section 1 deals with the Qualified Service Pilot Q.S.P. whilst section 2 is aimed at other military personnel who may also wish to pursue a career in commercial aviation.

## Section 1

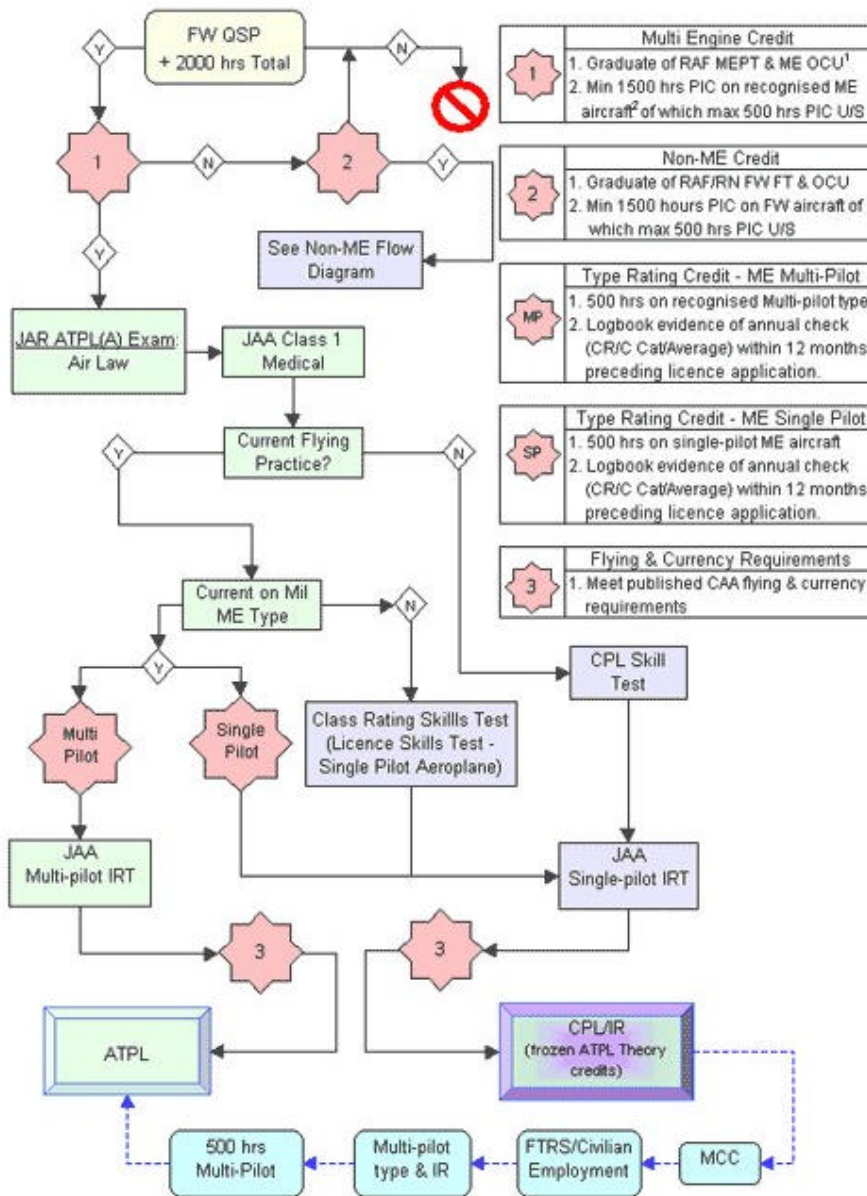
### **The Qualified Service Pilot ( Q.S.P. )**

Each pilot leaving the service is unique and therefore the type and amount of Flight and Ground School training required to attain their JAR licences will vary. The variation of training requirements are mainly due to recency, aircraft type previously flown and total flying experience. However, whatever background a military pilot may have JAR allows the knowledge, experience and skills gained in the forces to be credited towards the relevant commercial licences and ratings. Consequently a unique system of accreditation and flight training exemption has evolved to facilitate the Military Pilots transition into commercial flying.

It follows that the route to gaining an Airline Transport Pilots Licence (ATPL) will depend upon whether a Q.S.P. has a multi-engined, non M/E (Fastjet) or Rotary background. The particular steps required are comprehensively detailed in the CAA's latest publication of LASORS, section D. Alternatively go to [www.tgda.gov.uk](http://www.tgda.gov.uk) and click on Extra Info, then on CAA Accreditation. The following flow diagrams have been taken from LASORS and show the various steps needed to obtain the required civilian licences.

# Multi-Engine Accreditation

## Multi-engine Q.S.P. accreditation flow diagram



### Notes:

1. Recognised Multi-Engine OCUs: BAe 125/146, C17, Hercules, Nimrod, Sentry, TriStar, and VC10.
2. Recognised ME aircraft: Andover, BAC 1-11; BAe 125/146, C17, Canberra, Dominie, Hercules, Islander, Jetstream (all mks); Nimrod, PA31, Sentry, TriStar, and VC10
3. Recognised Multi-pilot aircraft: Andover, BAC 1-11, BAe 125/146, C17, Hercules, Jetstream T3, Nimrod, Sentry, TriStar and VC10.

## Useful notes

### Hours –

In order to qualify for ATPL(A) theoretical knowledge examination credits as a ME QSP, pilots must have a minimum of 2000 hours total flight time of military aircraft, including 1500 hours as PIC (1<sup>st</sup> Pilot (Captain)) on recognised ME aircraft. A maximum of 500 hours of PIC U/S (1<sup>st</sup> Pilot – not Captain) time may be counted towards the 1500 hour PIC requirement. A FW QSP who does not meet the ME experience requirements may still qualify for ATPL(A) theoretical knowledge examination credits under the “Non Multi-engine Accreditation (Fast-jet)” arrangements detailed elsewhere in this document.

Provided at least six months service has been completed, a FW QSP who does not have a minimum of 2000 hours total flight time of military aircraft will not qualify for examination credits, but may have the associated 650 hour course of theoretical knowledge instruction reduced to instruction at the discretion of the Head of Training of an approved training provider.

All FW QSPs who have completed at least six months service may be eligible for exemption from approved flight training subject to meeting the flying currency requirements detailed later.

It may also be worth noting that for the purpose of job applications, a taxi-time allowance can be added to your total military flying experience to take account of the differences in logging of flight time between the UK military and civil systems (this does not apply for licence issue purposes). The accepted taxi-time allowance is 15 minutes per sortie for multi-engine transport types, 10 minutes per sortie for fast-jet & training aircraft and 5 minutes per sortie for display flying. The allowance is normally calculated by way of a table entered into the pilot’s logbook by his/her CO upon leaving the Services, summarising each aircraft type flown and the number of sorties per type flown. Using the above figures, the total taxi-time allowance can be calculated.

## Useful notes

### **Class 1 Medical –**

A Class 1 medical is required by all military QSP's. However, unlike their civilian counterparts initial issue of a class 1 medical may be given by the CAA after examination by one of 56 service doctors authorised for this purpose. Pilots are advised to use military A.M.E.'s as the cost is likely to be considerably less than using a civilian CAA designated doctor. A list of approved military A.M.E.'s can be obtained from the CAA.

### **Currency –**

To be considered in current flying practice, a pilot must have achieved 12 hours total flying time within the 12 months preceding licence issue, including 6 hours as PIC (military 1<sup>st</sup> Pilot time may be counted towards this requirement), one flight with a civil flying instructor or military instructor pilot and 12 take-offs and landings. If not current, a FW QSP will be required to pass the CPL(A) skill test which will require some pre-test flying training.

It is strongly recommended that all military pilots achieve currency as opposed to taking the CPL(A) skill test.

### **Currency options -**

Currency can be achieved on military and/or civil aeroplanes, either single-engine or multi-engine. A FW QSP who does not hold a current PPL(A), or have access to an AEF, may still achieve currency through a combination of solo flying (to meet the 6hrs PIC requirement) and training towards licence and/or rating requirements (where required). Despite the lack of a PPL(A) the 6hrs PIC can be achieved by flying solo hours at a flying club under the authority of the CFI (in much the same way as an ab-initio PPL student does). The balance could be made up with extra solo flying or training towards licence and/or rating requirements (if required).

## **Useful notes**

### **Instrument Rating Skills Test (IRT) –**

All military pilots are required to pass an Instrument Rating skill test if they wish to fly commercially for the purpose of public transport. In most cases, it is possible for a ME QSP to complete the IR Skill Test in the military type upon which he is current provided he holds a procedural green IR.

A ME QSP who cannot/opts not to complete the IRT in a military aircraft will be required to attend an approved Flying Training Organisation (FTO), complete IR training (at discretion of the Head of Training for those with a procedural green IR within the preceding 5 years, minimum 15 hours for those with a non-procedural green IR, or full course for those without a green IR) and obtain the 170A Certificate of Competence (in effect a sort of mock IRT) before undertaking the IR skill test. As the IRT is normally flown in a Multi-engine Piston (MEP) aeroplane, it may be necessary to complete additional MEP class rating training at an FTO, depending on the type (s) of military aircraft flown. Credit for the asymmetric element of the course may normally be given to a ME QSP.

### **Ground exam –**

Normally 14 ground exams, however a ME QSP who meets the hour requirements for exam credits is required only to pass the Air Law exam.

### **MCC (Multi-Crew Co-operation) –**

This course was introduced by the CAA in January 2000 as a result of the CAA's determination to reduce the number of air accidents and fatalities caused by human factors. The course is essential for the ultimate issue of an ATPL. It should be noted that multi-engine does not necessarily mean multi-crew whilst most multi-engine Q.S.P. are exempt some may not be.

## Useful notes

### **Type rating—**

In order for a CPL(A) or ATPL(A) to be issued, a ME QSP must qualify for a type rating. All military ME types are categorised as Multi-pilot or Single-Pilot types. An ATPL(A) can only be obtained by a ME QSP who is current on a multi-pilot type – a ME QSP current on a single-pilot type will qualify for a CPL(A).

For this purpose, currency is defined as having not less than 500 hours flying experience on any one specific type and an “annual check” (Standards check/CR check are the most commonly recognised) on the same type within the 12 months preceding licence issue. Upon completion of the IR skill test requirement (detailed later in this section), applicants will qualify for a type rating for the specific type flown (except Canberra). Depending on the type, licences will be issued with either the civil equivalent type rating (i.e. HS125) or a ‘military’ type rating (i.e. Dominie). In the case of the PA31, a MEP class rating will be issued. A ME QSP who does not meet the type rating currency requirements will be required to complete a class rating skill test (SE or ME) for which pre-test training may be required.

(Note: as a result of the different checks and terminology used within the Services, a degree of confusion has ensued as to which checks are acceptable to satisfy the “annual check” requirement – the CAA and MoD are working to clarify these and will promulgate the results on the MoD website ([www.tgda.gov.uk](http://www.tgda.gov.uk)) in due course – In the meantime, if in doubt, contact your Service representative in the first instance – details can be found on the same MoD website)

## **Recognised military multi-pilot a/c types**

**Andover**

**Bae 125**

**Bae 146**

**BAC 1-11**

**C-17**

**Canberra**

**Dominie**

**Hercules**

**Islander**

**Jetstream (all MKs)**

**Nimrod**

**PA 31**

**Sentry**

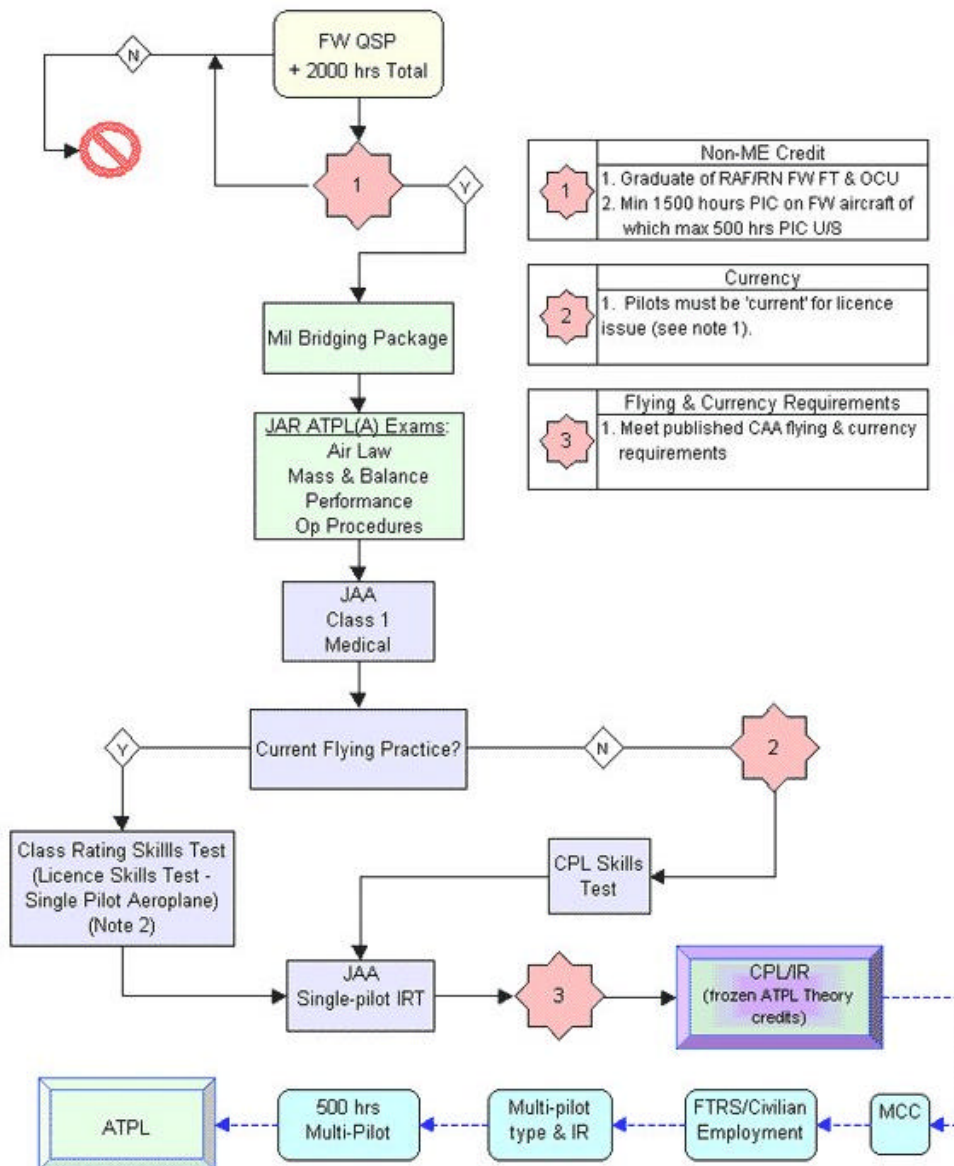
**Tristar**

**VC 10**

Other types (e.g. on exchange tours) may qualify on application to CAA Personnel Licencing Division (PLD). The Jaguar, Tornado, Eurofighter and Jetstream T1/T2 do not meet the CAA requirement.

# Non Multi-Engine Accreditation (Fastjet)

## Non Multi-engined QSP (A) accreditation flow diagram (including all fast jet)



**Notes:**

1. **Currency.** To be deemed current, pilots must have achieved a total of 12 hours flying, including 6 hours PIC and one hour with an FI, in the 12 months preceding licence application. Currency hours can be on SE or ME aircraft, and comprise mil (incl AEF), civil or a mix of hours. Pilots on ground tours wishing to achieve currency on civil aircraft, but who do not hold a PPL(A), can achieve the 6 hours PIC by flying solo at a flying school in the same way a civilian student pilots would, with the CFI signing off the pilot for each solo flight. The remaining 6 hours can be dual, for which IF training towards the IRT would count.

2. LST-SPA can be completed on SE or ME Aircraft; IR must be completed on ME aircraft.

## Useful notes

### Hours –

In order to qualify for theoretical knowledge examination credits as a non-ME QSP, pilots must have a minimum of 2000 hours total flight time of military aircraft, including 1500 hours as PIC (1<sup>st</sup> Pilot (Captain)). A maximum of 500 hours as PIC U/S (1<sup>st</sup> Pilot – not Captain) may be counted towards the 1500 hour PIC requirement.

Provided at least six months service has been completed, a FW QSP who does not have a minimum of 2000 hours total flight time of military aircraft will not qualify for examination credits, but may have the associated 650 hour course of theoretical knowledge instruction reduced to instruction at the discretion of the Head of Training of an approved training provider.

All FW QSPs who have completed at least six months service may be eligible for exemption from approved flight training subject to meeting certain flying currency requirements detailed later.

It may also be worth noting that for the purpose of job applications, a taxi-time allowance can be added to your total military flying experience to take account of the differences in logging of flight time between the UK military and civil systems (this does not apply for licence issue purposes). The accepted taxi-time allowance is 15 minutes per sortie for multi-engine transport types, 10 minutes per sortie for fast-jet & training aircraft and 5 minutes per sortie for display flying. The allowance is normally calculated by way of a table entered into the pilot's logbook by his/her CO upon leaving the Services, summarising each aircraft type flown and the number of sorties per type flown. Using the above figures, the total taxi-time allowance can be calculated.

### ATPL ground exams –

Non Multi-engine Pilots including all Fastjet are required to sit Air Law, Mass and Balance, Performance, and Operational Procedures at an approved CAA test centre. Station Education Centres may sometimes be used for the end of bridging course exam (as agreed with the training provider) but not for CAA exams.

## **Useful notes**

### **Bridging Package –**

This is essentially a reduced and consolidated theoretical knowledge course designed to cover those areas of technical knowledge required for the issue of an ATPL that has not been covered during military ground school and subsequent training. A breakdown of subjects covered under the bridging package are given in CAA Publication LASORS section D, Appendix F. However, an extract is shown on page 12 of this brochure

### **Class 1 Medical –**

A Class 1 medical is required by all military QSP's. However, unlike their civilian counterparts initial issue of a class 1 medical may be given by the CAA after examination by one of 56 service doctors authorised for this purpose. Pilots are advised to use military A.M.E.'s as the cost is likely to be considerably less than using a civilian CAA designated doctor. A list of approved military A.M.E.'s can be obtained from the CAA.

### **Currency –**

To be considered in current flying practice, a pilot must have achieved 12 hours total flying time within the 12 months preceding licence issue, including 6 hours as PIC (military 1<sup>st</sup> Pilot time may be counted towards this requirement), one flight with a civil flying instructor or military instructor pilot and 12 take-offs and landings. If not current, a FW QSP will be required to pass the CPL(A) skill test which will require some pre-test flying training. It is strongly recommended that all military pilots achieve currency as opposed to taking the CPL(A) skill test.

## OUTLINE FW (NON-ME) QSP(A) BRIDGING PACKAGE

Approved training providers will provide the bridging package via correspondence or attendance course. The CAA publishes a list of approved training providers on a monthly basis, a copy of which can also be found on the CAA website at:

[www.caa.co.uk/srg/licensing/fcl/document.asp](http://www.caa.co.uk/srg/licensing/fcl/document.asp)

Testing of subject matter will usually be undertaken by the training provider, but may be delegated to a Station Education Centre. The training provider will notify the CAA when a pass is achieved.

TOPIC	JAR FCL SUBJECT REF No	SOURCE JAR EXAMINATION
Emergency Equipment	021 04 00 00	Paper 2—Airframes/ Systems/Powerplant
Automatic Flight Control Systems	022 02 00 00	Paper 3—Instruments/ Electronics
Warning & Recording Equipment	022 03 00 00	Paper 3—Instruments/ Electronics
Microwave Landing Systems	062 01 06 00	Paper 10—Radio Navigation
Airborne Weather Radar	062 02 03 00	Paper 10—Radio Navigation
Area Navigation Systems	062 05 00 00	Paper 10—Radio Navigation
Self-contained & external Referenced Navigation Systems	062 06 00 00	Paper 10—Radio Navigation
Asymmetric Thrust	081 08 02 00	Paper 12—Principles of flight

**CPL Skills Test –**

Required only by FW QSPs who do not meet the flying currency requirements. FW QSPs will be required to complete CPL training at the discretion of the Head of Training of an approved training provider prior to taking the test.

**Multi-Engined Class Rating Skills Test –**

This is essentially a Multi-engine rating, which requires a minimum of 6 hrs flight training as required by the CAA. Following this training a candidate may take the Multi-engine Class Rating test, which usually lasts not more than 1 hour. NB Fastjets with 2 engine does not qualify for exemption from M/E skills test due to reduced asymmetric properties of the A/C.

**Instrument Rating Skills Test (IRT) –**

All military pilots are required to pass an Instrument Rating skill test if they wish to fly commercially for the purpose of public transport. Non-ME QSPs will be required to attend an approved Flying Training Organisation (FTO), complete IR training (at discretion of the Head of Training for those with a procedural green IR within the preceding 5 years, minimum 15 hours for those with a non-procedural green IR, or full course for those without a green IR) and obtain the 170A Certificate of Competence (in effect a sort of mock IRT) before undertaking the IR skill test.

As the IRT is normally flown in a Multi-engine Piston (MEP) aeroplane, it may be necessary to complete additional MEP class rating training at an FTO, depending on the type(s) of military aircraft flown. Credit for the asymmetric element of the course may normally be given to a QSP with previous ME experience.

**Issue of CPL / IR (frozen ATPL ) –**

Once all the relevant ground exams and flight tests have been completed a pilot may apply to the CAA for the issue of a CPL / IR (frozen ATPL ).

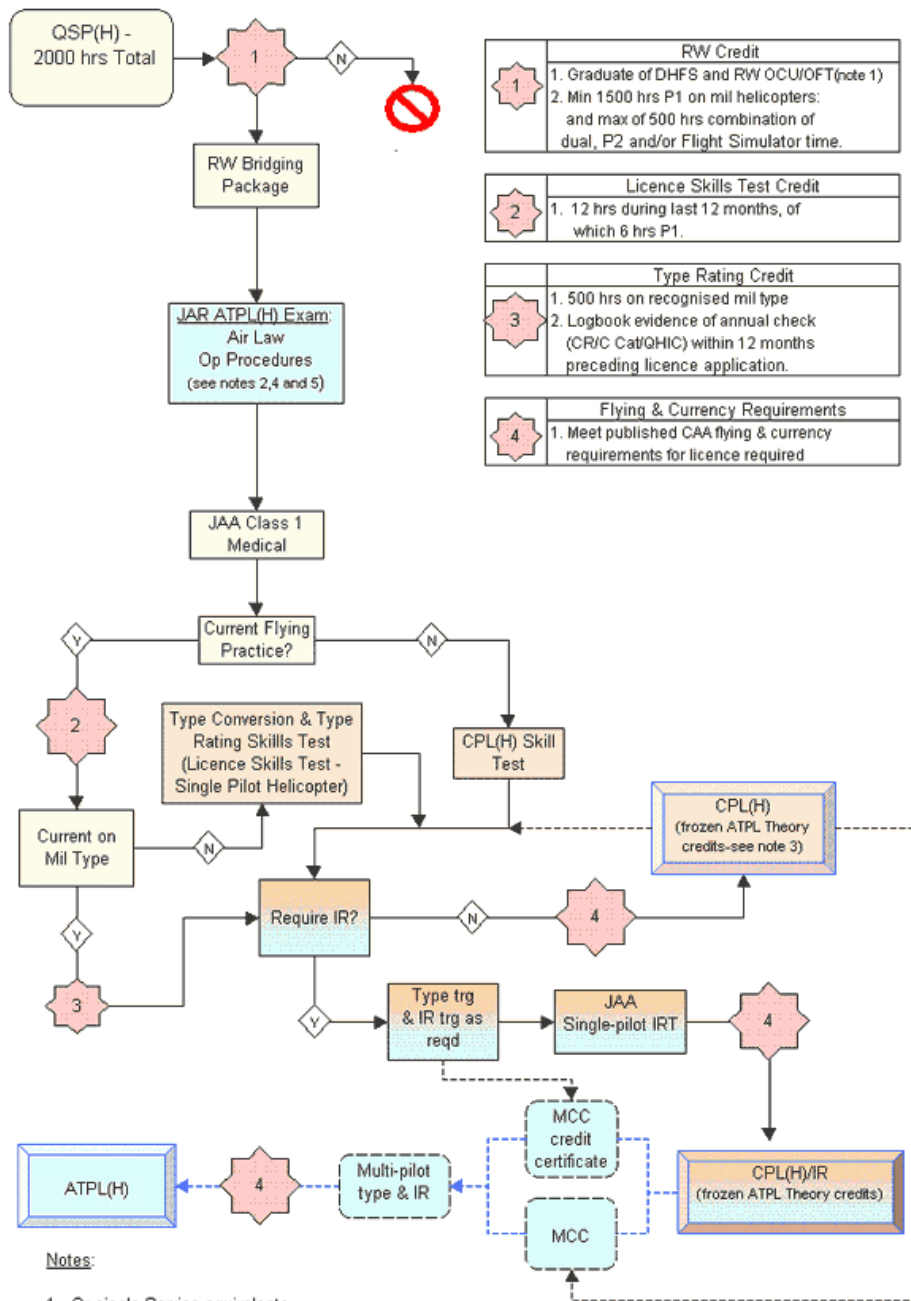
Initially a pilot will be granted a Commercial Pilot Licence with Instrument Rating. The Airline Transport Licence will be frozen until a pilot has completed MCC training and 500 hours multi-crew flight time following CPL / IR issue.

**Multi-crew Co-operation (MCC) –**

All QSPs under this heading will be required to undertake some form of MCC training. It should be noted that all Fast Jet pilots are required to undertake a MCC course. Two pilot or pilot plus navigator does not qualify for exemption from MCC training.

# Rotary Wing Accreditation

## RW QSP(H) Accreditation flow diagram



## **Useful notes**

### **Hours –**

In order to qualify for theoretical knowledge examination credits as a QSP(H), pilots must have a minimum of 2000 hours total flight time of military aircraft, including 1500 hours as PIC (1<sup>st</sup> Pilot). A maximum of 500 hours as PIC U/S (1st pilot—not captain) time may be counted towards the 1500 hour PIC requirement.

Provided at least six months service has been completed, a QSP(H) who does not have a minimum of 2000 hours total flight time of military aircraft will not qualify for examination credits, but may have the associated 650 hour course of theoretical knowledge instruction reduced to instruction at the discretion of the Head of Training of an approved training provider.

All QSPs who have completed at least six months service may be eligible for exemption from approved flight training subject to meeting certain flying currency requirements detailed later.

### **Bridging Package –**

This is essentially a reduced and consolidated theoretical knowledge course designed to cover those areas of technical knowledge required for the issue of an ATPL that has not been covered during military ground school and subsequent training. A breakdown of subjects covered under the bridging package are given in CAA Publication LASORS section D, Appendix H. However, an extract is shown on page 20 of this brochure.

### **ATPL ground exams –**

All helicopter QSP's are required to sit the ground exams at an approved CAA test centre. However, whilst Airlaw and Operational Procedures are the only required ATPL exams for 2003, a performance exam likely to be introduced some time in 2004.

## **Useful notes**

### **JAA Class 1 Medical –**

A Class 1 medical is required by all military QSP's. However, unlike their civilian counterparts initial issue of a class 1 medical may be given by the CAA after examination by one of 56 service doctors authorised for this purpose. Pilots are advised to use military AME.'s as the cost is likely to be considerably less than using a civilian CAA designated doctor. A list of approved military AME.'s can be obtained from the CAA.

### **Currency –**

To be considered in current flying practice, a pilot must have achieved 12 hours total flying time within the 12 months preceding licence issue, including 6 hours as PIC (military 1<sup>st</sup> Pilot time may be counted towards this requirement), one flight with a civil flying instructor or military instructor pilot and 12 take-offs and landings. If not current, a QSP(H) will be required to pass the CPL(H) skill test which will require some pre-test flying training.

It is strongly recommended that all military pilots achieve currency as opposed to taking the CPL(H) skill test.

### **Type conversion and type rating skills test**

QSPs who do not meet the above type rating currency requirements will be required to complete an approved type rating course for any civil helicopter type. The most popular type tends to be the R22, although the AS355 and Bell 206 are also popular, especially with those pilots who intend to go on and complete the IR. Type conversion on the AS355 would normally be 8 hours plus a one hour test on type. However, most military QSP(H)'s will be entitled to CAA exemption and this training may be reduced to 5 hours plus a one hour test. Type ratings on the Bell 206 would normally be 5 hours plus a one hour test, reduced to 3 hours plus a one hour test for QSP(H).

## Useful notes

### Current on military type (Helicopter)

In order for a CPL(H) to be issued, a QSP(H) must qualify for a type rating. This may be a military or civil type. In the case of a military type, the QSP(H) must have currency on the type.

For this purpose, currency is defined as having not less than 500 hours flying experience on any one specific type and an “annual check” (Standards check/CR check are the most commonly recognised) on the same type within the 12 months preceding licence issue. Depending on the type, licences will be issued with either the civil equivalent type rating (i.e. AS350, A109, SA341, Bell 412 or SA330) or a ‘military’ type rating (i.e. SeaKing, Chinook, Apache, Merlin, Wessex, Lynx).

(Note:- as a result of the different checks and terminology used within the Services, a degree of confusion has ensued as to which checks are acceptable to satisfy the “annual check” requirement – the CAA and MoD are working to clarify these and will promulgate the results on the MoD website ([www.tgda.gov.uk](http://www.tgda.gov.uk)) in due course – In the meantime, contact your Service representative in the first instance with any queries – details can be found on the same MoD website)

### CPL(H) Skills Test

Required only by FW QSPs who do not meet the flying currency requirements. FW QSPs will be required to complete CPL training at the discretion of the Head of Training of an approved training provider prior to taking the test.

Note: R22 is most commonly used type by CPL(H) schools for training/testing

## Useful notes

### **Instrument Rating (IR)**

Helicopter pilots choosing employment in the Police Aviation Services (PAS) or Medical Aviation Services (MAS) will not require an IR. However those looking for employment in corporate flying an IR will inevitably be required. QSP's that hold a green instrument rating within 5 years preceding licence issue require 15 hours IR training.

### **MCC (Multi-Crew Co-operation) –**

This course was introduced by the CAA in January 2000 as a result of the CAA's determination to reduce the number of air accidents and fatalities caused by human factors. The course is essential for the ultimate issue of an ATPL(H). Helicopter pilots that have operated in a two crew environment for a minimum of 500 hours and had their log books endorsed by their unit commander may be exempt from MCC training. N.B. Pilot/Crewman/ or Pilot/Nav does not qualify as Multi-Crew

### **Rotary Bridging Package**

Approved training providers will provide the bridging package via correspondence or attendance course. The CAA publishes a list of approved training providers on a monthly basis, a copy of which can also be found on the CAA website at

[www.caa.co.uk/srg/licensing/fcl/document.asp](http://www.caa.co.uk/srg/licensing/fcl/document.asp)

Testing of subject matter will usually be undertaken by the training provider, but may be delegated to a Station Education Centre. The training provider will notify the CAA when a pass is achieved. An extract of bridging requirements from LASORS is shown on page 16.

## Outline Rotary Bridging Package

TOPIC	JAR FCL SUBJECT REF No	SOURCE JAR EXAMINATION
Emergency Equipment	021 04 00 00	Paper 2—Airframes/Systems/ Powerplant
Air Conditioning	021 05 10 02	Paper 2—Airframes/Systems/ Powerplant
Electronic Flight Instrument System	022 01 05 00	Paper 3—Instruments/ Electronics
Flight Management System	022 01 06 00	Paper 3—Instruments/ Electronics
Warning & Recording Equipment	022 03 00 00	Paper 3—Instruments/ Electronics
IFR (Airways) Flight Planning	033 04 00 00	Paper 6—Flight Planning & Monitoring
Inertial Navigation Systems	061 06 00 00	Paper 9—General Navigation
Radio Aids	062 01 00 00	Paper 10—Radio Navigation
Airborne Weather Radar	062 02 03 00	Paper 10—Radio Navigation
Area Navigation Systems	062 05 00 00	Paper 10—Radio Navigation
Self-contained & external Referenced Navigation Systems	062 06 00 00	Paper 10—Radio Navigation
IFR Communications	092 00 00 00	Paper 14—IFR Communications

## **Rotary Wing QSP(H) to fixed wing ATPL(A)**

Helicopter pilots wishing to gain a fixed wing ATPL currently have two options.

### **Option 1**

- Take all 14 fixed wing ATPL(A) ground examinations.
- Gain 200 hours of fixed wing flying, including 100 hours as PIC (100 hr credit for rotary PIC time available to QSP(H) or CPL(H)/ATPL(H) holders but not against the FW PIC requirement)
- Complete the CPL(A) modular course (5 hr credit for Green IR holders in the preceding 5 years) and pass the CPL(A) Skill Test
- Complete the IR(A) modular course (reduced to min. 25 hrs for holders of a Green IR) and pass the IR(A) skill test

N.B. This option is both time consuming and costly.

### **Option 2**

- Gain CPL(H) as illustrated on the rotary flowchart shown previously.
- Pass 3 Interim Exams ( Principles of flight, Performance and Aircraft systems ), could be subject to change in 2004.
- Gain 100+ P1 hours of fixed wing flying . This may be achieved by hours building in the USA, where aircraft hire costs are significantly lower. Alternatively block booking hours at a local flying school in the UK may also reduce costs.
- Complete the CPL(A) modular course (5 hr credit for Green IR holders in the preceding 5 years) and pass the CPL(A) Skill Test
- Complete the IR(A) modular course (reduced to min. 25 hrs for holders of a Green IR) and pass the IR(A) skill test

N.B. Whilst still relatively expensive this option is undoubtedly the most cost effective route to gain a fixed wing frozen ATPL(A).

## **Rotary Wing QSP(H) to fixed wing ATPL(A)**

### **Future policy**

The CAA has indicated its intention to implement an accreditation scheme for a QSP(H) to convert directly to a CPL(A)/ATPL(A). This scheme will allow a more direct transition to fixed wing ATPL(A) without the requirement to gain a CPL(H) for accreditation purposes. This policy is expected to be implemented within the next few years.

# Modular Training for the Airline Transport Pilot's Licence

## Modular Training for the Airline Pilot's Licence for Rearcrew (AEOs, Air Engineers, ALM, Air Signallers) and non-aircrew personnel

It is becoming more and more common to see military personnel other than QSP's pursuing flying careers in commercial aviation. Rear-crew are particularly good candidates given the level of experience and knowledge they would have acquired over the years. However, it is becoming more common place to see other personnel without any form of flying experience gaining commercial flying licences.

The qualities required to become a pilot, most military personnel already possess through their career development. The other requirements are good health to be able to pass the Civil Aviation Authority (CAA) Class One medical and the determination to become a pilot. This desire is absolutely imperative for an individual to be able to complete, what is quite rightly, a demanding course. A grounding in science subjects is also an advantage but not critical as a large proportion of the ground school exams require an ability to learn and absorb facts.

The flying side of the training needs some natural hand-eye co-ordination and again the ability to learn. The ab-initio course or the modular course are designed for individuals with no flying experience. The preferred and most popular route is the modular course as it allows an individual to remain in full time employment and enable a more cost effective method to achieve licence issue

The secret as with any training is having to confidence to start and the determination to succeed. The rest of this brochure will take you through the steps to becoming an airline pilot.

### Pilot Training

It is a highly advisable that if an individual wants to train towards their commercial licence that they obtain a Class One medical from the CAA before investing any money. The initial medical has to be conducted at the CAA Headquarters in Gatwick. It is advisable to book well in advance, as they are very busy. Medicals should be booked through the CAA's medical section at Gatwick.

## **The Modular Training Course**

The Modular Training Course route allows a student to break down the requirements for a Commercial Pilot's Licence into sections. These sections do not all have to be completed at the same training organisation, which offers a degree of flexibility to the student. The first section of the modular course is the Private Pilot's Licence (PPL). The PPL takes a minimum of 45 hours to complete and within these hours there are minimum requirements of solo, instrument, general handling and cross-country flying, along with ground exams. The course can be undertaken on a part time basis or full time being completed within three weeks. If time is of a concern, there are CAA approved training schools in the United States who can usually guarantee good weather, which guarantees continuity of training.

## **Hour Building**

After the completion of the Private Pilots Licence (PPL), a student must gain at least 150 hours flying as a pilot. The training for the PPL counts towards the required total hours.

Hour building may be undertaken part time whilst still in full time employment or on a full time basis which would take between two and five months, depending on the weather. It is worth noting that some flying schools in the UK or the US offer competitive rates when block buying flying hours in advance.

## **ATPL Theoretical Knowledge Examination Subjects**

Before it is possible to obtain a Commercial Pilot's Licence it is necessary to study and pass the required theory subjects. Student wishing to become airline pilots are required to pass the higher level ATPL exams. Candidates will usually study for these exams whilst hour building. The following is a list of ATPL theoretical knowledge subjects.

Air Law	Meteorology
Airframe/systems/power plant	General navigation
Instruments/electronics	Radio navigation
Mass and balance	Operational procedures
Performance	Principles of flight
Flight planning & monitoring	VFR communications
Human performance & limitations	IFR communications

### **Instrument Rating Modular Course**

This course trains a student to fly an aircraft with no visual reference to ground features and solely uses navigation beacons for the safe conduct of the flight.

The training involved to gain this module requires a minimum 55 hrs instruction of which up to 40 hours can be completed in an approved simulator. The simulator is a very flexible and powerful learning tool with obvious advantages over weather. The remaining training is completed in a multi-engine aircraft.

This course usually lasts an average of 4-5 weeks but is dependent upon an individuals flying ability and weather conditions. However, being a full time course it allows the student continuity of flying.

### **Multi Crew Co-Operation Courses (MCC)**

This course is not required for the issue of the CPL/IR (frozen ATPL). It is however required by the vast majority of employers and hence is highly recommended.

A typical MCC course will last 8 days, of which 3 days are theory based in the classroom environment. The following five days are completed on an approved simulator. The duration of each simulator session lasts four hours. The sessions are designed to be very practical and prepare a student for airline operations.

### **Commercial Pilot Licence**

The aim of the CPL modular course is to train PPL (A) holders to a standard that will enable them to pass the CPL skill test for the Commercial Pilot's Licence. The majority of the training is carried out on a single engine aircraft, but at least 5 hours must be flown in a more complex aircraft.

The course consists of 28 hours (20 single engine and 8 multi engine). For reasons of continuity this should be completed full time over a period of 4 weeks. On completion of the course and Skill Test the student will have gained a frozen ATPL and multi-engine rating.

At this stage an individual is investing a large amount of money and great care should be taken over choosing a training provider. Please see the section on choosing a training provider.

## **CHOOSING A FLIGHT TRAINING PROVIDER**

Once a decision has been made to pursue a Commercial Pilots Licence (i.e. frozen ATPL) it is essential to choose a good training provider for both the ground examinations and flight training. This is particularly important during resettlement in order to optimise leave and grants. The following points should be taken into consideration before choosing a training provider.

### **1. Experience and background of trainers –**

It is essential that flight training is given by experienced QFI's with a good track record. The training provider should also have a reputation for presenting well prepared students to the examiner for their test. For those QSP's required to attend the MCC course it is important that trainers/instructors have extensive knowledge of multi-crew operations. Ideally the instructors will have previous or current airline experience, as a good MCC course not only addresses human factors issues, it prepares a candidate for airline operations.

### **2. Training facilities –**

It is important to know whether a flight training organisation has a well equipped and well maintained fleet of aircraft. Standards do vary from school to school and training may be severely disrupted if an aircraft is grounded due to technical problems and there is no suitable replacement. Lack of training continuity can be time consuming and costly.

### **3. Engineering maintenance –**

Not all flight training organisations have their own engineering and maintenance facilities. Training aircraft that have to be "farmed out" to other companies for scheduled servicing or technical faults will inevitably mean that the aircraft will be grounded for longer periods of time. Those companies that do have "in house" maintenance would normally give training aircraft priority, which will mean less disruption to the student's training.

#### **4. Availability of examiners –**

Candidates are advised to consider whether the flight training organisation of their choice is located at an airfield that has a dedicated CAA test centre with readily available CAA test examiners. Should this not be the case, the expense of transiting to a test centre will add significantly to the overall training costs. Further more the candidate will inevitable be required to fly in unfamiliar airspace and operate from an unfamiliar airfield. This may contribute to increased pressure on the day of the exam.

#### **5. Airport environment –**

The airport environment may or may not affect training. It is sometimes useful for training purposes to operate from an airfield with a sensible mix of general and commercial traffic. However, should an airfield be too busy a training aircraft may have to hold for long periods of time on the ground and in the air as priority will always be given to commercial traffic. Remember holding costs money! A good airfield should also have good instrument let-down facilities for both precision and non-precision approaches, ideally with radar back-up. This is not only useful for training purposes but provides a suitable recovery and let-down to the airfield during periods of inclement weather.

### **Flight training providers –**

There are a number of excellent commercial flight training providers located at various places throughout the UK. A list of these can be obtained from the CAA publication entitled “Organisations Conducting CAA and JAR FCL Approved Courses of Flight and Ground Training”. However, for the purpose of this brochure some of the better known providers include Multiflight at Leeds, Airways Flight Training, Oxford Air Training and Cabair College of Air Training. These are just a few examples of some very good training providers. However, it may be of interest to note that Multiflight at Leeds provides an additional flight training resettlement service. This service is free and available to all personnel undergoing resettlement and is available regardless of where they choose to undertake their training. Multiflight is also on the list of preferred suppliers. For those who choose Multiflight as a training provider the student will be eligible for their job enhancement scheme. This scheme, which is operated by Multiflight and conducted by current airline pilots, provides its military students with the following service.

1. Careers advice
2. Advice on writing CV’s specifically for the commercial pilot
3. Supporting narratives to CV applications to those airlines who have agreed to participate in the scheme

N.B. Whilst operating this scheme Multiflight can not guarantee the success of any supported application. However, they are able to ensure the applicants CV together with Muliflight’s supporting narrative will be seen by the appropriate department.

# Funding

## FUNDING OF TRAINING

The training to become a pilot will require significant funding. There are a number of ways in which it is possible to secure the funds for flight training. Some of the more commonly used methods for funding are shown below.

Before embarking upon this lengthy and costly process consideration should be given by those who have families. The dedication required to study and pass flight tests together with the associated high costs of training can be stressful for all the family.

However, for those who wish to pursue a career as an airline pilot (taking into account all that has been mentioned so far) the initial costs may be looked upon as an investment for the future. Given current salaries and benefits the cost of training would eventually be justified.

## FUNDING OPTIONS

### Career Development Loans (CDL)

A few banks offer this type of loan. However, potential borrowers should note that the maximum CDL amount is £8,000. This type of loan has preferential interest rates and is designed to provide a financial package to those who wish to further their career and education. Another advantage of this type of loan is that the government will pay the interest on the outstanding balance up to a maximum of one year. However it is worth remembering that once you are outside of the original criteria, interest starts to accrue on the loan. Furthermore, CDL's may be harder to achieve in times of recession. For further information:

Career Development Loans  
Freepost  
Newcastle-upon-Tyne  
NE85 1BR

Telephone: 0800 585805  
[www.dfec.gov.uk/cidhome.html](http://www.dfec.gov.uk/cidhome.html)  
[www.lifelonglearning.gov.uk](http://www.lifelonglearning.gov.uk)

### **Aircrew Retention Review (ARR) - Financial Retention Incentives (FRI)**

The two methods described above are often used to raise money for educational purposes at preferential interest rates. However, the introduction of the Aircrew Retention Review (ARR) Financial Retention Incentives (FRI) provide another means of funding commercial pilot training. Full details of this scheme are set out in PMA/557/12/R+B dated 17 January 2002, which is held by unit administrative staff. Whilst this scheme is intended to provide a financial incentive to retain aircrew it can also be looked upon as an ideal opportunity to invest in an alternative career for the future. It should be noted that the subsequent amortisation periods linked to this scheme may well mirror the employment trends of the airlines.

### **Resettlement grants and Learning Credits**

Those who are in their final stages of resettlement will be eligible for a resettlement grant. Details of this may be obtained from the Single Service Advisors at the resettlement centres. Additionally funding may be obtained through Standard Learning Credits (SLC). However Enhanced Learning Credits are also being considered for flight training purposes, although policy on this issue is currently at the discussion stage.

## Useful References

**1. JAR-FCL CPL (Aeroplane) for UK Qualified Service Pilots (Aeroplanes)**

Ref—CAA publication LASORS 2003, section D, pages 13-18

**2. JAR-FCL CPL (Helicopter) for UK Qualified Service Pilots (Helicopters)**

Ref—CAA publication LASORS 2003, section D, pages 28-31

**3. JAR-FCL ATPL (Aeroplane) for UK Qualified Service Pilots (Aeroplanes)**

Ref—CAA publication LASORS 2003, section G, pages 6-9

**4. JAR-FCL ATPL (Helicopter) for UK Qualified Service Pilots (Helicopters)**

Ref—CAA publication LASORS 2003, section G, page 14

**5. QSP(A) Accreditation Frequently Asked Questions**

Ref—[www.tgda.gov.uk/CAA\\_Accreditation/htmlfiles/FAQsnew.htm](http://www.tgda.gov.uk/CAA_Accreditation/htmlfiles/FAQsnew.htm)

**6. Licensing flowcharts and general information**

Ref—[www.tgda.gov.uk/CAA\\_Accreditation/CAA Accreditation.htm](http://www.tgda.gov.uk/CAA_Accreditation/CAA Accreditation.htm)

career **transition** partnership

The Ministry of Defence working with Right Management Consultants

## **TRI-SERVICES RESETTLEMENT GUIDE**

OBTAINING AN AIRLINE TRANSPORT  
PILOT'S LICENCE (ATPL)  
FIXED WING AND ROTARY

FOR QUALIFIED SERVICE PILOTS,  
OTHER AIRCREW  
AND GROUND PERSONNEL.



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