

RAF Fixed Wing Trainee Pilot to Commercial Pilot Using A Flying Club to Acquire PPL for Hour Building (AL1).

There are generally 3 possible starting points for a pilot who has recently been removed from RAF flying training, these are:

- Case 1. Completed Elementary Flying Training (EFT) and Final Handling Test (FHT) is within 24 months at date of application for licence.
- Case 2. Completed EFT and FHT was more than 24 months at date of licence application.
- Case 3. Wings awarded. So classed as a Qualified Service Pilot (QSP).

Case 1 (less than 2 years since FHT).

Paperwork Required immediately:

- a. EFT Course Completion Certificate (usually indicating outstanding requirements – Yellow Border). This is issued by EFT at RAF Cranwell.
- b. CAA Medical (required before flying solo). A minimum of class 2 is required at this stage of training, but a class 1 offers class 2 privileges and will be required later in the training. Class 1 initial issues can only be done at the CAA at Gatwick airport.

Training Required:

- a. Completion of the elements listed on the EFT course completion certificate, usually:
 - i. PPL Comms written exam (with above cert exempt practical exam)
 - ii. PPL Air Law Exam
 - iii. Qualifying Cross Country (150nm with 2 landings at different airfields than the departure airfield).
- b. Night qualification completion.
 - i. Night training to bring night training hours to 5 hours.
 - ii. Any additional solo landings to achieve 5 solo night full stop landings.

Note: The licence may be applied for before completing the night qualification, however, subsequent addition of the night qualification will cost an additional £87 if not applied for at the time of initial PPL issue.

Case 2 (more than 2 years since FHT and wings not yet awarded).

Paperwork Required immediately:

- a. EFT Course Completion Certificate (usually indicating outstanding requirements – Yellow Border). This is issued by EFT at RAF Cranwell.
- b. CAA Medical (required before flying solo). A minimum of class 2 is required at this stage of training, but a class 1 offers class 2 privileges and will be required later in the training. Class 1 initial issues can only be done at the CAA at Gatwick airport.

Training Required:

- a. Completion of the elements listed on the EFT course completion certificate, usually:
 - i. PPL Comms written exam (with above cert exempt practical exam)
 - ii. PPL Air Law Exam
 - iii. Qualifying Cross Country (150nm with 2 landings at different airfields than the departure airfield).
- b. PPL Airborne Skills Test including en-route procedures element (Nav).
- c. Night qualification completion.
 - i. Night training to bring night training hours to 5 hours.
 - ii. Any additional solo landings to achieve 5 solo night full stop landings.

Note: The licence may be applied for before completing the night qualification, however, subsequent addition of the night qualification will cost an additional £87 if not applied for at the time of initial PPL issue.

Case 3 (more than 2 years since FHT and wings awarded).

Paperwork Required immediately:

- a. Wings Certificate.
- b. CAA Medical (required before flying solo). A minimum of class 2 is required at this stage of training, but a class 1 offers class 2 privileges and will be required later in the training. Class 1 initial issues can only be done at the CAA at Gatwick airport.

Training Required:

- a. Completion of three PPL written exams:
 - i. PPL Comms written exam (QSP is credited the practical comms exam)
 - ii. PPL Air Law Exam
 - iii. PPL Human Performance and Limitations Exam.
- b. PPL Airborne Skills Test excluding en-route procedures element (Nav).
- c. Night qualification completion.
 - i. Night training to bring night training hours to 5 hours.
 - ii. Any additional solo landings to achieve 5 solo night full stop landings.

Note: The licence may be applied for before completing the night qualification, however, subsequent addition of the night qualification will cost an additional £87 if not applied for at the time of initial PPL issue.