

ZERO TO HERO 2020



 flight level.



Height above ground level
In aviation, height above
ground level (AGL), is the
height measured with
respect to the ground
surface. At the beginning of
a pilot training, they all start
from theory ground school.

— @ 0FT AGL

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As a hobby, as a career

— **@ 1000FT AGL**

**Circuit training conduct
at 1000FT AGL
(for medium performance
aircraft 55kts-150kts)
Circuit training is the first
stage of practical pilot
training focused on take-offs
and landings. It involves the
pilot making approaches to
the runway, touching down
and then applying power to
take off again.**



**As
a
hobby.**

Hobby ————— Career

Have you ever seen an airplane jetting off, and wonder how did the pilot get into that seat? While marvelling at its spectacular acceleration down the runway, you were left on the ground with your gaze and amaze as it shrinks its way into the sapphire sky, it all seems out of reach.

Flying is an activity that you know its existence, but you might feel it isn't really an option for you. You may be pleasantly surprised. Getting into flying as a hobby is much easier than what we have ever imagined. There are schools ready to teach, planes ready to rent and skies ready to explore. All you have to do is start.

Too old to join the force?

Howard Johnston, a 75-year-old retired lawyer in Roswell, Ga., has a special message for seniors: Go for it. "It's very fulfilling. It's also challenging, but it gives you the kind of mental exercise that you need at that age," he said. "The exams, training, and instrument, flying requires your full attention. You can't text and fly at same time." Johnston started his journey 10 years ago, at age 65. Along the way, he also got his instrument rating and bought a 2001 Piper Archer III. "I was in the U.S. Air Force from 1961 to 1964, where I flew occasionally in the back seat of a [Lockheed] T-33 [jet trainer]," he said. "I also once flew in a [Convair] F-106 [Delta Dart] Yet, like any usual person, Johnston had to strike balance between

family obligations, work, and money. "I had always been a fan of general aviation, but never pursued it until 2003," he said. In 2013, Johnston had flown for 10 years without any incident, with his medical certificate and instrument rating current. "But I read an article in AOPA Pilot where the writer had asserted that he wasn't going to fly anymore at my age," he said. "He had thousands of hours, and when a guy with those many hours says this, I realized that I needed to also accept that reality and come to terms on your own limitations. I feel that I've enjoyed it, but it's time to quit." Johnston, now a 725-hour pilot, recently sold his airplane but said that he will occasionally rent a Cessna 172 to maintain currency.

**As
a
career.**



Flying as a career?



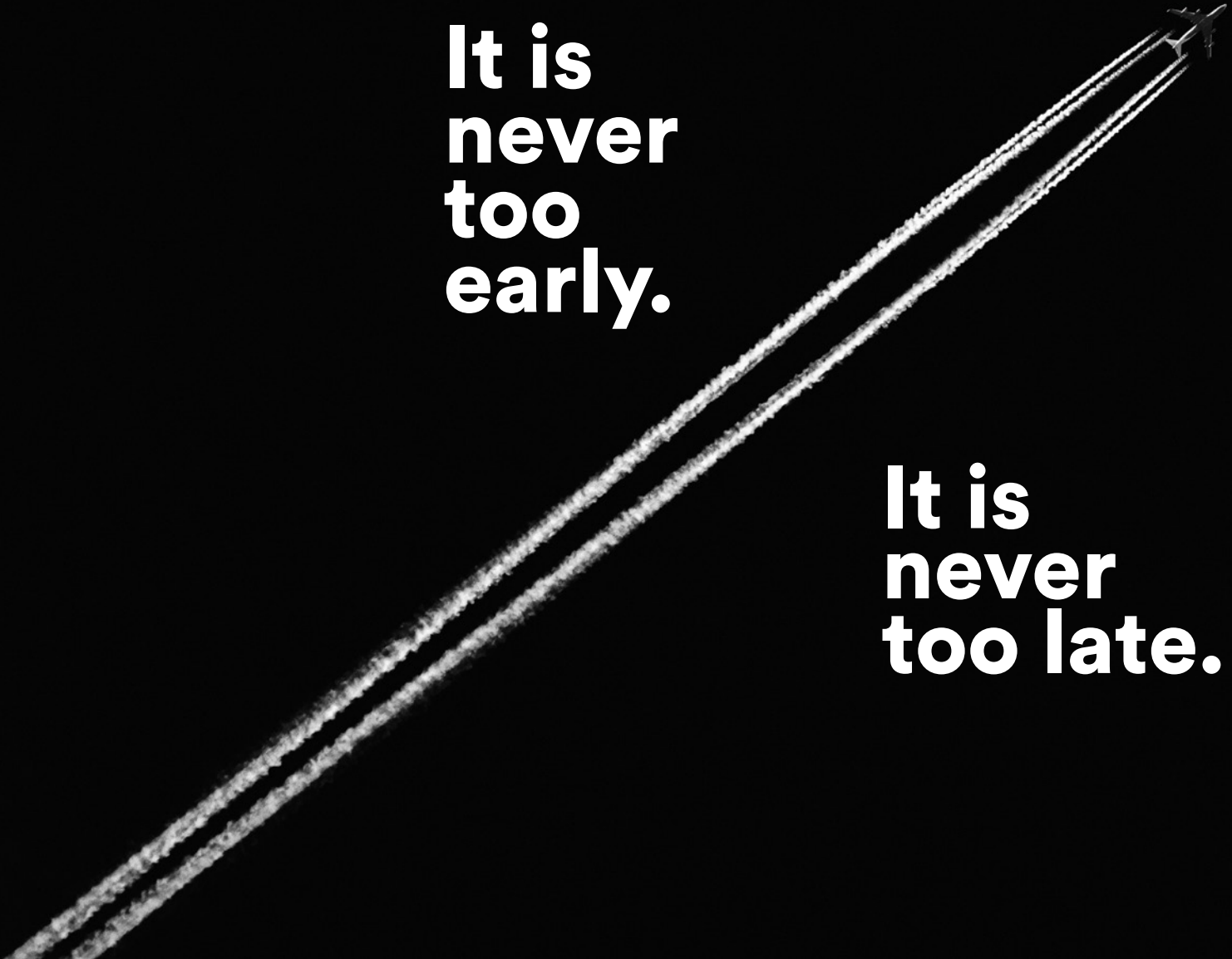
The road of becoming a pilot could be filled with fierce competitions: Only a small number of candidates would become airline captains or co-pilots. There are approximately one-third of commercial pilots who keep maintaining their licence, in which only one third of them are formally employed as pilots. Most professional pilots begin their careers as junior instructors or charter pilots flying single-engine aircraft in regional areas. As they gain more experience and qualifications, they have larger, more advanced aircraft.

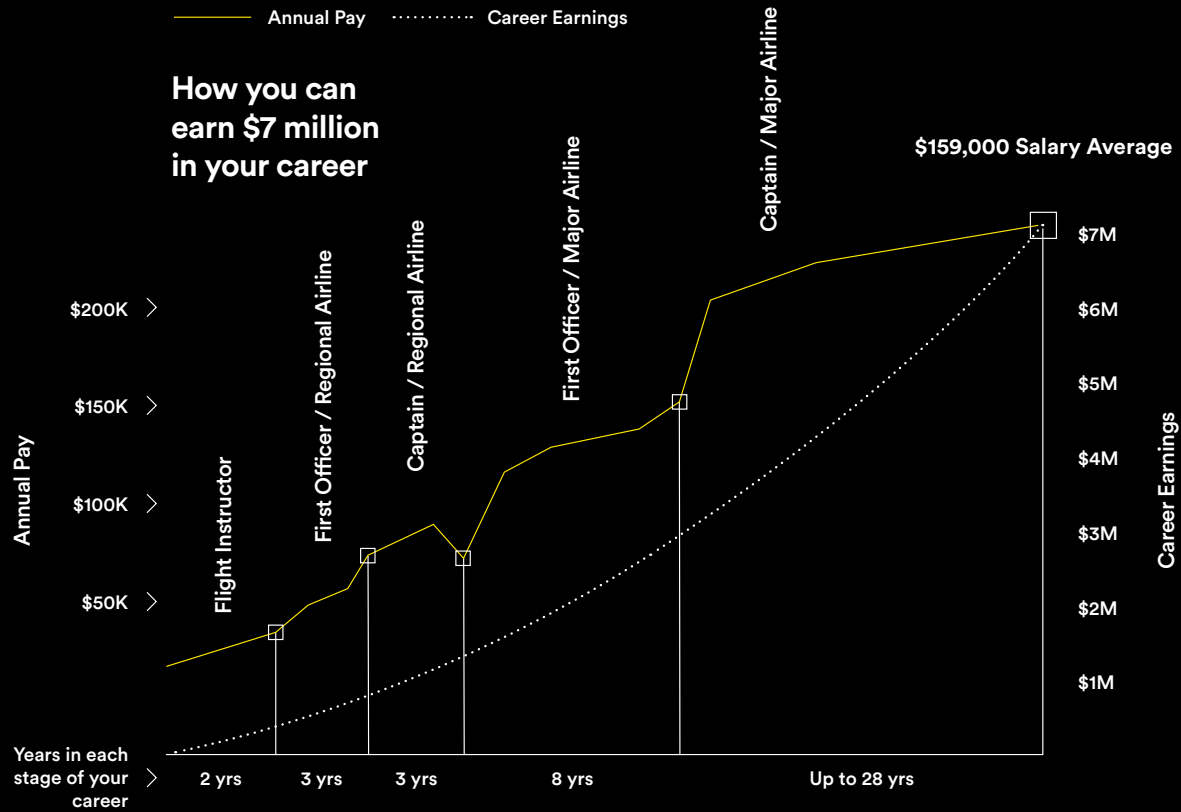
At 26 years old, Kate McWilliams is considered as the youngest commercial airline captain in the world. Kate McWilliams have developed her passion for flying since joining the Air Cadets at the age of 13. Her school encouraged students to go to university but Kate didn't feel like it was the right option for her – Kate wanted to travel and see a bit of the world.

So, Kate applied for a flight training school which trains cadet to become commercial pilots. It's a UK based flight school but the flying training takes place in New Zealand or Arizona, USA. "I spent a year with them flying in New Zealand, and when I wasn't flying, I was sightseeing. Some would say my experience sounds like a pretty great 'gap year'!" Kate said "The training itself was enjoyable although it was also very demanding, but we are being trained for great responsibility so you would expect it to be tough. Of course, every few months we have regular testing and training to ensure that those high standards taught during training are maintained. Only 5% of pilots are women but I don't think my gender hindered my career either during training or on a day-to-day basis at work. I wouldn't say it is more difficult for women to become pilots, I just think that perhaps the lack of female role models in the industry makes it seems to be less achievable."

**It is
never
too
early.**

**It is
never
too late.**





— @ 2000FT AGL

**VFR minimum requirement
Flight may only be
conducted when operating
at or below 2000 FT above
the ground or water, the
pilot is able to navigate
by visual reference to the
ground or water.**

Introduction to aviation industry.

Growth of aviation industry

The global airline industry continues to grow rapidly due to economic, technological, and demographic changes. As a result, it has been estimated that in the next 20 years the industry will need to find an additional 558,000 new commercial airline pilots to sustain itself.

The aviation industry doubled in size between 2004 and 2014, up from more than GBP258 billion per annum to approximately GBP522 billion per annum². On top of this, the International Air Transport Association (IATA) predicts that passenger traffic

growth is expected to increase to more than seven billion people by 2034, with a 3.8% average annual growth in demand (2014 baseline year). That is more than double the 3.3 billion who flew in 2014. This change is being driven primarily by steady economic growth, higher disposable incomes in emerging markets, and increased air travel in developing economies, in which China is expected to overtake the United States (US) as the world's largest passenger market, and will account for 1.2 billion passengers by 2034.

Pilots demand

Over the next 20 years, the Asia Pacific region will lead the worldwide growth in demand for pilots, with a requirement for 266,000 new pilots.

North America will require 212,000, Europe 148,000, the Middle East 68,000, Latin America 54,000, Africa 29,000 and Russia or Central Asia 27,000 respectively. (Boeing, 2017research) PILOT OUTLOOK: 2019 - 2037

Asia - Pacific.

17,390

Deliveries

4.6%
Fleet
Growth

3.9%
GDP
Growth

5.5%
Traffic
Growth

\$2,830B
Airplane Market
Value

5.1%
Services
Growth

\$3,480B
Services Market
Value

As the largest region in the world with 60 percent of the global population, Asia-Pacific region continues to be a primary contributor to global aviation growth.

Over the past decade, the region has surpassed the world average value in terms of many key drivers closely correlated with industry growth such as GDP, income growth, and world trade. In addition, the region's vast geographical area, including many island nations, generates a strong demand for air travel. Today, a quarter of world air travel is flown within Asia, the highest share of intra-regional air travel among other regions. Boeing forecasts intra-Asia traffic's share will increase to almost 35 percent of all global air travel over the next 20 years.

With a wide ranging economic and demographic diversity, each of the five sub-regions in Asia-Pacific contributes to

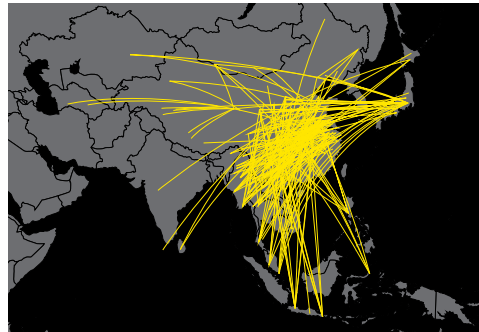
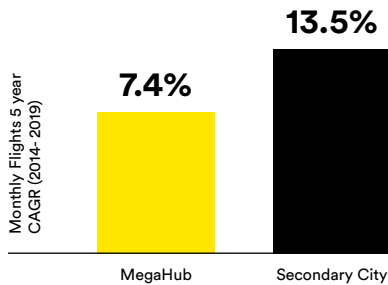
regional growth in various ways. In some slower growing economies, liberalizing markets and increased airline competition are boosting air travel demand. In addition, airlines in more mature economies are often seeing a growth of opportunities in long-haul markets as well as connections to faster growing economies within Asia. Asia-Pacific is also home to some of the fastest growing economies in the world, where strong economic and disposable income growth are combining with new airline strategies and business models to spur above average air travel growth. Despite the heterogeneity in the region, many key structural demand forces will drive 5.5 percent average annual air traffic growth for carriers in the region over the next two decades.

Secondary markets leading growth in China

Urbanization has occurred in nearly 60 percent of territory in China, nearly double the rate compared to 20 years ago. Growing populations in cities outside Beijing, Shanghai and Guangzhou are stimulating air traffic growth on domestic, intra-regional and long haul routes in secondary markets.

Source: Diio

Regional Markets



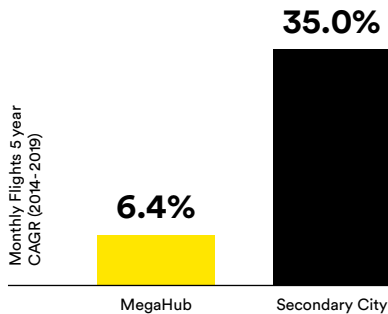
Secondary Market Statistics

553 New Routes

26 Countries Served

~1100 Daily Flights

Long-Haul International Markets



Secondary Market Statistics

114 New Routes

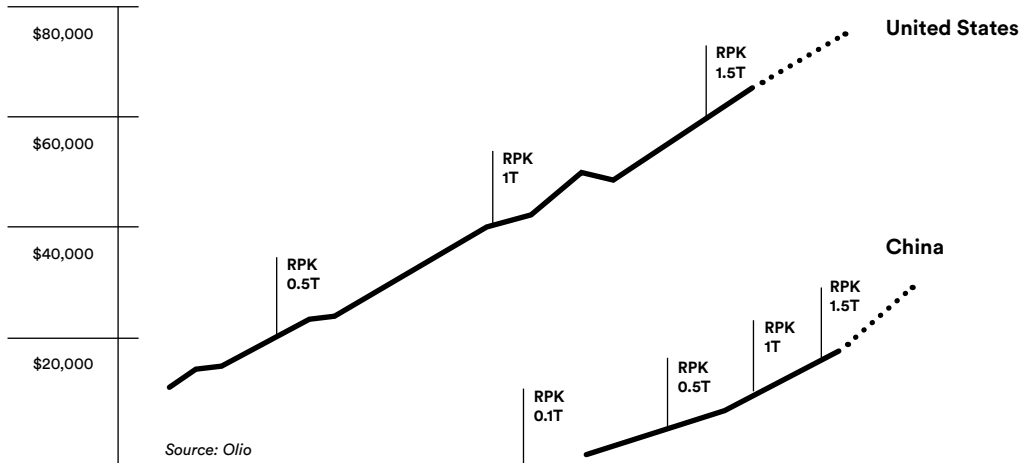
22 Secondary Cities

26 Airlines Providing Service

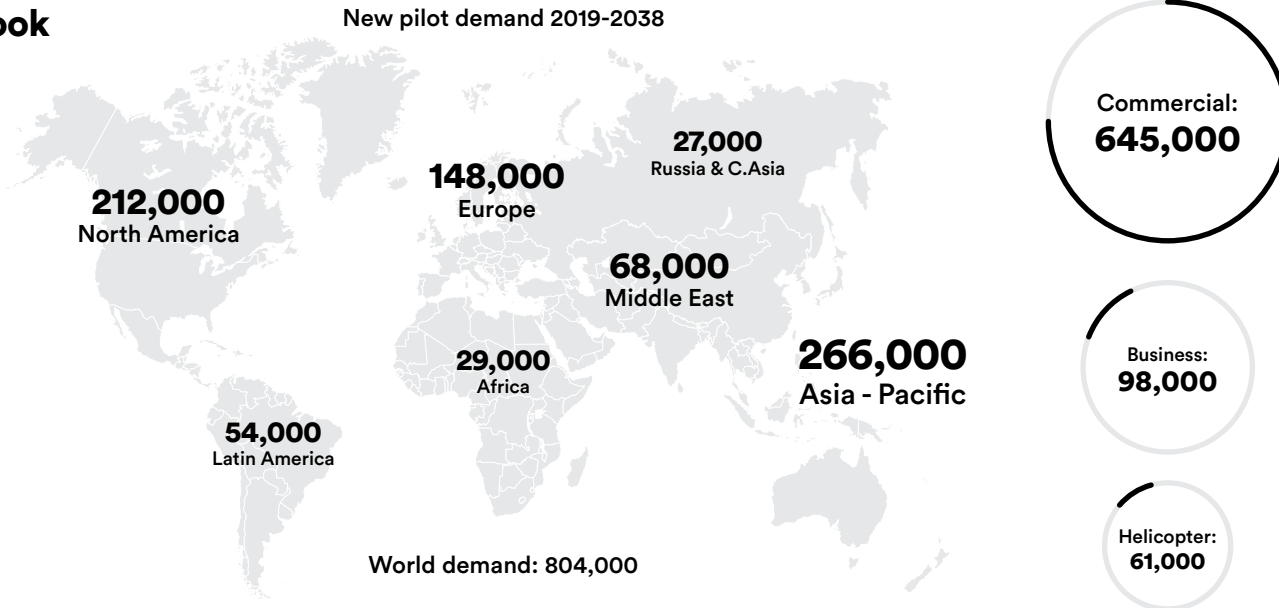
Expanding middle class in China helping achieve RPK milestones

It took 34 years (1965- 1999) for the U.S. market to go from 100 billion to 1 trillion RPKs. In China, the same milestone was attained in just 17 years. At projected growth rates, China will reach 1.5 trillion RPKs in the next 3 years. China is attaining these milestones at lower per capita income levels in purchasing power parity terms indicating that air travel today has become far more affordable and accessible.

Source: Boeing outlook

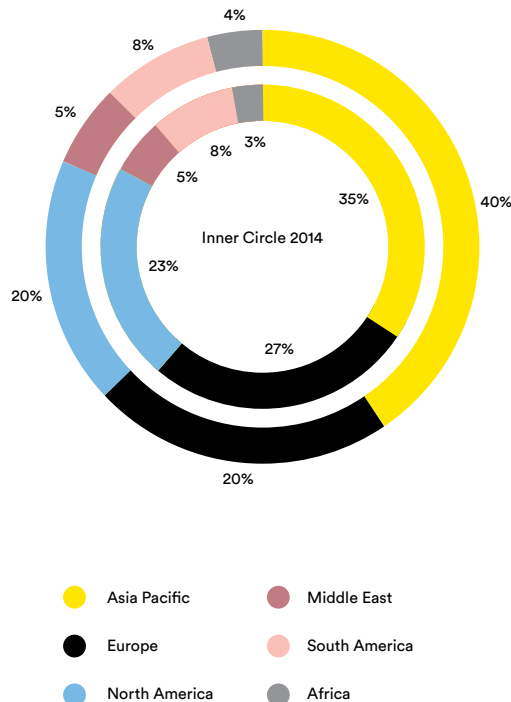


Pilot outlook by region



Global air passengers by region (% of total flows)

Source: IATA Forecasts



An evolving airspace

Notwithstanding favorable growth predictions, the global airline industry operates in a complex and ever-changing environment; one with the potential to be adversely affected by a wide variety of unexpected regulatory changes and external events, such as security fears, natural catastrophes, and infectious disease. The resilience of air travel to bounce back from these shocks is a reflection of global and sometimes regional economic conditions.

Although the aviation industry continues to grow rapidly, consistent and healthy profitability is often difficult to achieve due to dynamic operating models that are subjected to changes. Low-cost commercial airlines have performed best in recent years, and now controlled some 25% of the global market, with continuous expansion into the emerging markets. Profit margins, however, remain constrained to less than 3% overall.

Given this unpredictable and volatile business environment, the way that commercial airlines react to these growth trends will determine their performance over the coming years.

An industry liable to shocks

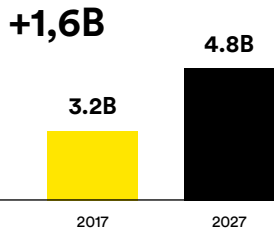
- There have been a number of disruptions caused by cyber related incidents affecting airline reservation systems, flight planning and ground operations, as well as airport websites, and air traffic control networks in recent years.
- The SARS virus had more effect on the global airline industry than the war with Iraq, according to a report from the flight schedule provider OAG. According to a report by the group, the number of scheduled flights worldwide fell by 3% - equivalent to 2.5 million seats.
- In 2008 the average price of oil was US\$113 per barrel. That's US\$40 per barrel more than the US\$73 per barrel average for 2007, pushing the industry fuel bill up by US\$50 billion.
- The Icelandic volcano, Eyjafjallajökull, erupted on April 2010, causing flight disruptions and costing airlines US\$1.7 billion.
- Following 9/11, global passenger traffic declined by 2.7% in 2001. Within months of the attacks, Swissair and Sabena went bankrupt as the shock pushed these financially weak airlines to collapse.

Source: mesh report

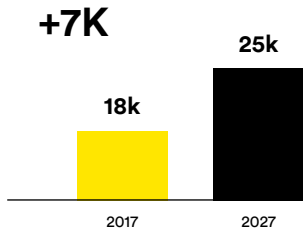
By 2030, it is projected that two thirds of the global middle class will live in the Asia-Pacific region, up from just under one third in 2009.

Airline pilot demand, 10-year outlook at a glance

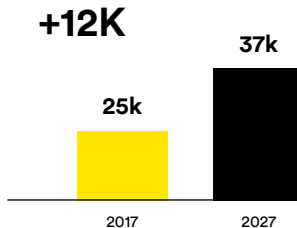
Passenger trips



City-pairs with direct flights

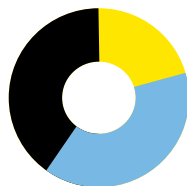


Active commercial aircraft

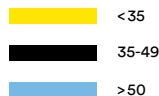


150k
Growth of active pilot pool

A maturing pilot population
mandatory retirement age is 65



Pilot age in 2016



105k
Pilots retiring or exiting the workforce



Americas
+85k
New pilots



Europe
+50k
New pilots



Middle East & Africa
+30k
New pilots



Asia-Pacific
+90k
New pilots

255k
New pilots required for growth and replacement

50%

Of pilots flying by 2027 have not started to train yet

70

New pilots/day

180k

New captains

Asia pacific is by far the greatest contributor to the recent bloom of aviation development. With the expanding demand for pilots in this region, it is the best time to join force and become a pilot.



Career Variation

@ 3000FT AGL

With an aerobatics endorsement, aerobatics manoeuvres may only be conducted when operating at or above 3000 FT above the ground or water.

01. Airline Pilot: **Captain • Co-pilot / First officer**

02. Charter Pilot: **Ferry flying • Cargo transport**

Pilot career variation.

03. Flight Instructor: **Flight Instructor • Flight Simulator Instructor**

Flight testing officer • Ground Instructor

04. Aerial Work: **Government Services • Agricultural**

01. Airline Pilot:

Pilot duties & responsibilities

The duties of a pilot typically include checking the overall condition of the aircraft before and after every flight. They ensure that their aircraft is below its weight limit and balanced, as well as checking the fuel supply and weather conditions. They must submit flight plans to air traffic control and communicate with them through the aircraft's radio system. Aside from flying the aircraft safely, the pilot makes all final decisions about anything occurring during the flight.

A pilot's tasks and duties may include the following:

- Performing pre- and post-flight aircraft inspections
- Selecting safe and efficient flight routes
- Identifying risks that may occur
- Keeping accurate records for compliance purposes
- Communicating with required agencies and personnel
- Ensuring the safety and comfort of the passengers, crew, and aircraft

Duties of a captain

The captain is responsible for the flight, the crew, the passengers and the aircraft. He has to ensure that all necessary checks are made before, during and after the flight. Typically, this role is responsible for weather checks, safety checklists, flight planning and flying the plane to its destination. Pilots also report any issues or changes during flights, take note of communications from air traffic control personnel and adapt flight plans if required. The captain does not necessarily delegate only routine tasks to his co-pilot. The two tend to share all tasks, including flying the plane. In emergencies, the captain may hand over all routine tasks to the co-pilot while he manages the situation.

Duties of a co-pilot / first officer

There are no flight tasks that the co-pilot, or first officer, cannot or does not do, although the captain will direct the co-pilot's responsibilities for each flight. Typically, the two share flight tasks, though the co-pilot might be responsible for working the communication radios and navigational computers. On longer flights, a co-pilot might assume command when the captain takes a scheduled break, or they may switch responsibilities for flying and other tasks on each leg of the flight. The co-pilot will also take command if the captain becomes ill or incapacitated.

Airbus A350

The Airbus A350 is a family of long-range, twin-engine wide-body jet airliners developed by the European aerospace manufacturer Airbus. The A350 is the first Airbus aircraft with both fuselage and wing structures made primarily of carbon fibre reinforced polymer. Its variants seat 315 to 369 passengers in typical seating layouts. The A350 is positioned to succeed the A340 and to compete with the Boeing 787 and 777.

- Manufacturer: Airbus
- Name: A350-900
- Passenger Seats: 300-350 passengers in a standard three-class configuration
- Maximum take-off weight: 280 tonnes
- Maximum speed: 488 knots
- Engine: Rolls-Royce Trent XWB
- Engine count: 2
- common usage: passenger transport





WARNING
TO AVOID OPTICAL ILLUSION AND SEVERE
VERTIGO TURN ANTI-COLLISION LIGHTS
OFF UPON ENTERING CLOUDS, FOG OR HAZE

CABIN AIR

AEROBATIC

PUSH TO
ON
CABIN
HEATER
ON
PULL
CABIN HEAT

02. Charter Pilot:

What is a charter pilot?

Airline and commercial pilots fly and navigate airplanes, helicopters, and other aircraft. Airline pilots fly for airlines that transport people and cargo on a fixed schedule. Commercial pilots fly aircraft for other purposes, such as charter flights, rescue operations, firefighting, aerial photography, and aerial application of agricultural materials.

Pilot duties

- Check the overall condition of the aircraft before and after every flight
- Ensure that the aircraft is balanced and below its weight limit
- Ensure that the fuel supply is adequate and that weather conditions are acceptable, and submit flight plans to air traffic control
- Communicate with air traffic control over the aircraft's radio system
- Monitor engines, fuel consumption, and other aircraft systems during flight
- Respond to changing conditions, such as weather events and emergencies (for example, an engine failure)
- Navigate the aircraft by using cockpit instruments and visual references

Cargo pilot

Cargo pilots can be found flying large and small aircraft for a variety of companies including FedEx, UPS and DHL. Their responsibility is to fly mail, packages, freight and perishable items to their destination on a timely basis. Cargo pilots concentrate their flying to early mornings and late nights. Like airline pilots, cargo pilots are required to have a commercial pilot's licence.

Ferry pilot

A ferry pilot transports aircraft from one location to another. Duties usually focus on the transport of new or used aircraft from a manufacturer or seller to a buyer. Ferry flying can involve different types of airplanes, but when pilot a ferry flight, the plane does not have passengers or cargo. Which can also transport an aircraft to a specific location for maintenance or perform a return flight for an aircraft that provided one-way service to private clients. Some ferry pilots work with commercial airlines. The main task is to move aircraft to different airports where they are needed.

Cessna 208 Caravan

The Cessna 208 Caravan is a utility aircraft produced by Cessna. This high wing aircraft typically seats nine passengers in its unpressurized cabin, it is powered by a single Pratt & Whitney Canada PT6A tractor turboprop engine and has a fixed tricycle landing gear which can be changed into floats or skis. Caravans are used for flight training, commuter airlines, VIP transport, air cargo and humanitarian missions.

- Manufacturer: Cessna
- Model name: Caravan
- Seats: 9 seats
- Maximum Take-off Weight: 8,000 lb (3,629 kg)
- Maximum speed: 186 knots
- Engine: Pratt & Whitney Canada PT6A tractor turboprop engine
- Engine count: 1
- Common usage: flight training, VIP transport, air cargo



03. Flight Instructors:

The role of flight instructor

An instructor should possess an understanding of the learning process, a knowledge of the fundamentals of teaching, and the ability to communicate effectively with the student pilot. The quality of instruction, and the knowledge and skills acquired from a flight instructor will affect the entire flight training.

Flight instructors are responsible for teaching students how to fly in a variety of settings using methods that include textbook education, simulators and live flight training. Flight instructor develop curricula, instruct students in a classroom setting, conduct training flights, determine student proficiency, report on student progress and develop new teaching methods. Instructors are responsible for training students in subjects such as aircraft systems, operating procedures, handling emergencies, problem analysis, aircraft navigation, radio operation and aerodynamics. Some instructors specialize as examiners or check pilots and fly with applicants or pilots to ensure proficiency.

Flight Simulator Instructor : Provides flight instruction as aircraft instructor pilot. Conduct hands-on flight exams in aircraft as well as oral and written flight exams. Provide simulator flight instruction for the issuance of licences, type ratings and certificates.

Average entry-level flight instructor salary

AU\$45,509 Avg. Salary [Show Hourly Rate](#)

The average pay for a flight instructor is AU\$45,509 per year.



Salary	AU\$30,639 - AU\$67,135	
Bonus	AU\$7,750	
Total Pay	AU\$38,417 - AU\$128,145	

Ranking of instructors

Grade 3 instructor

A grade 3 instructor is a commercial pilot who has gained a basic flight instructor rating. This grade of flight instructor is usually a pilot with minimum experience as an instructor. However, some grade 3 instructors are very experienced aviators who could be a retired airline captain who enjoys teaching.

All grade 3 instructors are required to complete an intensive flight instruction course. They usually work under the direct supervision of a more experienced instructor. After logging over 100 hours, a grade 3 instructor can be granted other privileges, such as being allowed to work under indirect supervision, and the authority to send students on solo training exercises (with some restrictions).

Grade 2 instructor

Instructors can receive grade 2 flight instructor rating after they have gained some experience in teaching. They need to have held a grade 3 rating for at least six months, and logged 200 hours on basic lessons, and 50 hours on navigation training during those six months.

They must also be recommended by a chief flying instructor (CFI) and pass a flight test. However, before recommending a grade 3 for a grade 2 rating the CFI must be satisfied that the instructor is able to assess the standard required for a student to undertake a solo flight. A grade 2 instructor can apply for extra training approvals, such as training on twin-engine aircraft.

Grade 1 instructor

The grade 1 instructor rating is the highest Australian rating. To gain this rating an instructor must have held a grade 2 rating for 12 months and have flown a total of 750 instructional hours, of which 500 hours must be instruction on basic training exercises. They must be recommended by the CFI, pass a flight test and pass a written exam on the principles of teaching and learning.

As a grade 1, an instructor can work unsupervised, hold positions of responsibility such as chief flying instructor, and train students to fly complex aircraft types in all weather conditions. Many grade 1 instructors have gained approved testing officer status from CASA. This allows them to conduct flight tests on behalf of CASA.





Piper PA-28 Cherokee

Piper PA-28 Cherokee is a family of light aircraft built by Piper, it is typical type of training aircraft. The airplane is a four-place, low wing, single engine airplane equipped with fixed tricycle landing gear, having a steerable nose wheel and two main wheels. The stabilator, sometimes described as a flying tail, is one of the Warrior's distinguishing features.

- **Manufacturer:** PIPER
- **Name:** Cherokee
- **Seats:** two-seat or four-seat
- **Maximum take-off weight:** 2150 lb (975 kg)
- **Maximum speed:** 126 knots
- **Engine:** Lycoming Model O-320-D2A
- **Engine count:** 1
- **Common usage:** flight training, air taxi and personal use

Aerial Work – An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc

Aerial work aids agriculture

Agricultural pilots treat more than a million acres of cropland each year, boosting production of the world's agricultural bounty. The majority of all commercially employed crop protection is applied by air. Planting, can often be done more efficiently by air. Ranchers use general aviation aircraft to manage herds and grazing land. Agriculture and general aviation are long time partners in progress.

General aviation and aerial work flights save lives

Every day, general aviation transports blood supplies, vital transplant organs, and other time-critical, life-saving elements. Air ambulances carry out medical evacuation rescues and provide urgent transportation to emergency centres. Many pilots volunteer for their services (and often the use of their own aircraft) to transport

patients who cannot endure land travel to distant specialized treatment centres. Local volunteer pilot organizations provide such services at no cost to needy patients. Helicopter emergency medical evacuation is nearly doubling survival rates by getting accident victims to hospitals within the first critical "Golden Hour."



King Air 350i

Since the first one was produced in 1964, the King Air has become something of an icon, with a reputation for low operating costs, durability and ruggedness. But just like a sport utility, it can be equipped with luxury fittings to complement its more adventurous side.

Over 7,000 King Airs have been sold since that first one rolled out, so they are well known around the world, and there's a good support network. You will find individuals, companies and governments using them in 105 countries. In addition to their business uses they've been employed

- Manufacturer: Beechcraft
- Name: King Air 350i
- Seats: Eleven Seats
- Maximum take-off weight: 15,000 lb 6,804 kg
- Maximum speed: 312knots
- Engine: Pratt & Whitney Canada (PT6A-60A)
- Engine count: 2
- Common usage: air ambulances, trainers, VIP transport, military surveillance etc...

Steps to become a pilot

— @ 4000FT

On the 13th of January 1910, a farman biplane flown by Frenchman Louis Paulhan set a new official altitude record of 4,000 FT in an aviation meet held in Dominguez hills near Los Angeles. The success of the air meet fired enthusiasm for the airplane in America and actually was a trigger for Southern California to become extremely air minded.

Steps to become a pilot.

01. Medical check

Students need at least a Class 1 medical certificate to receive your commercial pilot privileges.

02. Complete flight school training

Obtaining the aeronautical knowledge and pilot training experience.

03. Theory examination

Complete the Civil Aviation Safety Authority(CASA) theory examination.

05. Flight examination

The very last trial on your way to become a pilot, is the groundwork for the verbal portion exam, and a quick flight task. With our top-notch flight instructors and tutors, you will be able to pass all these tasks in no time.

04. Log flight hours

(Private Pilot Licence Aeroplane)
Students must spend 35 hours flight time including 10 hours of pilot-in-command , up to five hours of the minimum aeronautical experience can be in an approved flight simulation training device.

(Commercial Pilot Licence Aeroplane)
Students must spend 150 hours flight time including 70 hours of pilot-in-command

@ 5000FT

VFR flights at or above 5000 FT must be flown at a cruising level appropriate to its magnetic track.

Medical requirements.

Class 1 Medical certificate

The Class 1 medical certificate standard applies to holders of an Air Transport Pilot Licence, Commercial Pilot Licence, Multi-crew Pilot (aeroplane) Licence.

Class 2 Medical certificate

The Class 2 medical certificate standard applies to holders of a Recreational Pilot Licence, Private Pilot Licence.

Pilot medical certification quick reference guide

Class of medical	Commercial (no Pax)	Commercial (with Pax)	Total Pax	Other limitations	Examined by	Reviewed by casa	Validity period
Class 1	✓	✓	No limit	No limits	DAME	✓	Up to 1 year
Class 2	✓	✗	No limit	8618kg for non-passenger carrying commercial operations	DAME	✗ CASA review only for cases of irreversible dementia, psychosis or epilepsy (or DAME request)	Up to 4 years (<40yo) Up to 2 years (>40yo)
Basic Class 2	✗	✗	5	8618kg -Piston engines only -Day visual flight rules -No aerobatics -Altitudes up to 10,000 feet	Medical Practitioner or DAME	✗	Up to 5 years (<40yo) Up to 2 years (>40yo) Up to 1 year (>70yo)

If you are just starting out, there are no medical requirements for learning to fly when you are in the aircraft with your flight instructor. If you have any relevant medical conditions or history, you should consider discussing this with a medical practitioner and your flying school before starting to fly.

— @ 6000FT

6000 FT is one of the cruising altitudes for aircraft tracking from 180° through West to 359° , For aircraft flying under IFR will be cruising at even thousand altitudes. e.g. 2000 FT, 4000 FT, 8000 FT, etc.

Questions you might ask?

Q&A

I wear glasses, will this be okay?

It is okay to wear glasses or contact lenses up to a certain degree. Please discuss with your local approved Medical Examiner.

Is it difficult to fly an aircraft?

No. It is not particularly difficult. As a beginning student pilot, you will do most of the actual flying (handling the controls of the aircraft), In fact most of the student finish first solo in 12-16 flight hours.

When may I begin to fly?

Immediately. However, you will need to apply for certain certificates, as described in this guide, in preparation for solo flight.

Questions you might ask?



Is flying safe?

A well-built and maintained aircraft, flown by a competent and prudent pilot, makes flying as safe or safer than many other forms of transportation.

If engine failure occurs, what will happen?

Modern aircraft engines are very reliable, and complete engine failure is extremely rare. If the improbable does happen, you will not “fall out of the sky.” Just do what the instructor had you practice during lessons— select a good landing area.

How long does it take?

The time required to obtain a licence could depend on a number of factors, such as whether you are training full time, or on an ad-hoc basis; aircraft availability; the weather; and of course, your finance. An average student will qualify for a private pilot's licence after approximately 55-60 hours. If you are completing training part time (perhaps an hour a week), this will take just over 12 months. Full-time training will take about three months. For a commercial licence, the 150-hour course will take approximately 12 months full time. If you decide to train on an ad-hoc basis, the minimum number of compulsory hours will increase to 200, which could take you between two and three years to achieve.

01.

There is no maximum age requirement to learn to fly.

02.

Be able to read, speak, write, and understand English.

03.

You must be at least 17 years old to get your PPL.

04.

You must complete high school education.

05.

How to get a pilot licence:

- Learn the theory
- Complete flight training at a part 141 or part 61 flight training organisation
- Pass a PPL theory exam
- Meet the minimum aeronautical experience requirements
- pass a PPL flight test for the licence and category rating.
- These requirements have to be met for each additional category rating you apply for once you have your PPL.
- All pilots aged 18 or over must undergo background security checks for an aviation identification (AVID). Pilots who require access to a secured area of a security-controlled airport will need to undergo more robust background checks for an aviation security identification card (ASIC)

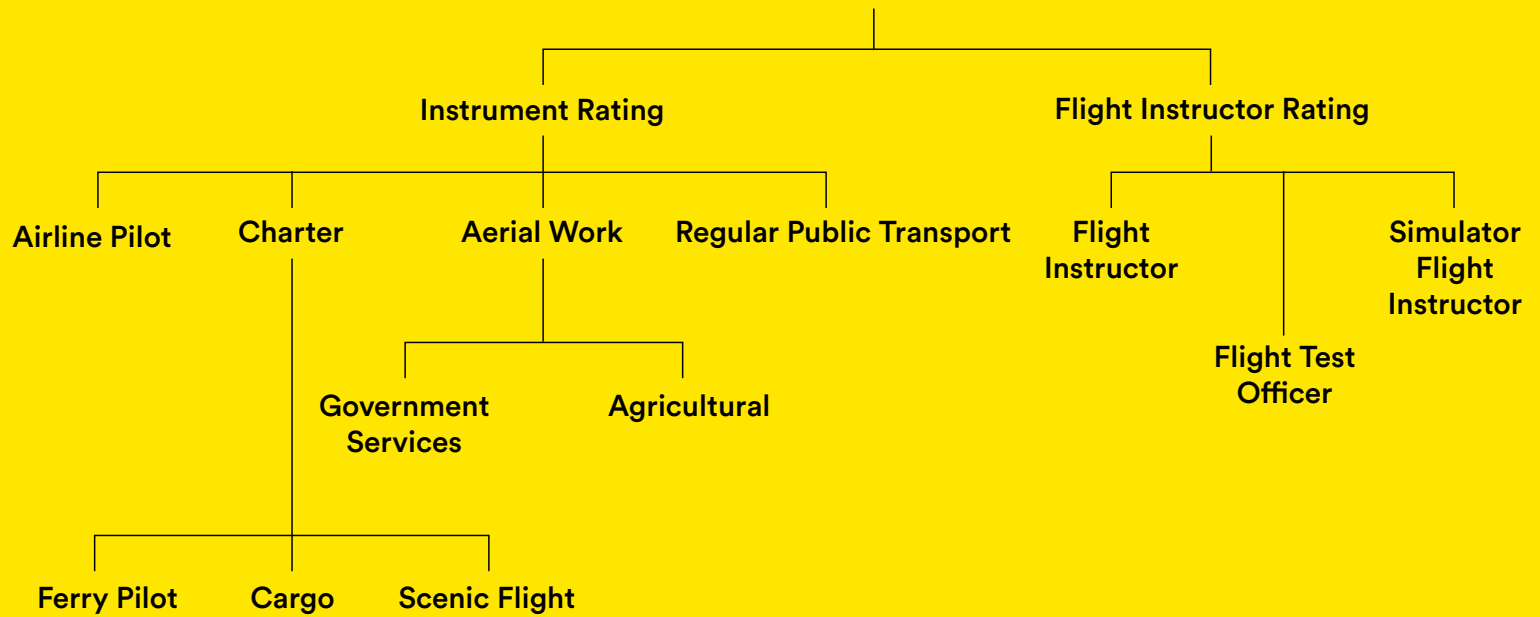


— @ 7000FT

7000 FT is one of the cruising altitudes for aircraft tracking from 0° through East to 179° , For aircraft flying under IFR will be cruising at odd thousand altitudes. e.g. 1000 FT, 3000 FT, 5000 FT, etc.

Career Variations of pilot

Commercial Pilot Licence



Type of licence.

What is a pilot licence?

A pilot's licence or pilot certificate, in simple terms, allows a person to be able to fly an aircraft just as a driver's licence allows you to drive a vehicle under specific rules and limitations depending on the category. The Civil Aviation Safety Authority is a government body that regulates Australian aviation safety all aviation rules and regulations for all pilots and other aviation careers and industries. There are several main classifications for CASA pilot licences, certificates, and ratings. The most common are Private Pilot (PPL), Commercial Pilot (CPL), Airline Transport Pilot (ATP), Instrument Rating (IR), Flight Instructor Rating (FIR).

Private pilot's licence (PPL)

Obtaining a PPL is an impressive achievement. When you hold a PPL you can fly many types of aircraft and gain similar operational authorisations (ratings). You are also legally allowed to share aircraft hiring costs with our passengers. This makes the cost of flying very attractive. However, as a PPL holder you cannot fly for hire or reward (you need a commercial licence for that). As a private pilot you can fly anywhere in Australia, and will no longer require prior authorisation from an instructor for solo flying. However, when you obtain a PPL, some restrictions still apply, but these can be removed with further training. One of the limitations is the type of aircraft you can fly, your PPL is usually completed on a basic single-engine aircraft that has restrictions, such as the speed at which it can travel, and

the distance between refuelling stops.

During your PPL training:

PPL flying training includes navigational exercises designed to hone your map reading and planning skills in a variety of operational environments. The first navigational exercise will normally involve a flight outside controlled airspace to a remote aerodrome. From then on, your instructor will gradually increase your exposure to different operational environments, types of airspace and weather conditions. You will also be required to conduct some instrument flying using navigational aids.

PPL flight test:

Your flying training will conclude with a flight test under a CASA-approved testing officer. Before the flight test, there is an oral examination. Generally, the flight test takes about 2.5 hours. After passing the test you will be able to fly by day under visual flight rules (VFR) anywhere in Australian airspace. The private pilot's licence theory examination.

You can do your theory training either at your own pace using self-study materials, or by attending a theory course at your chosen flying training organisation. PPL theory courses are run part and full time. Theory books are available through your local flying school, airport pilot shop or direct from the publishers. The exam can be taken at your local training organisation for a nominal fee. It is a multiple-choice, open book exam that takes about three and a half hours to complete. You can also



train for other endorsements and ratings that enable you to operate aircraft under a variety of conditions.

Instrument rating

This rating allows you to operate in instrument meteorological conditions (IMC) to fly in cloud during the day or night. The rating takes a minimum of 40 hours flight training, covering such things as navigational aid tracking, instrument approach and landing procedures, departure procedures and emergency procedures.

It requires specific training and instruction beyond what is required for a private pilot certificate or commercial pilot certificate, including rules and procedures specific to instrument flying, additional instruction in meteorology, and more intensive training in flight solely by reference to instruments.

The flight training starts off with simple Instrument flying and tracking using navigation aids. Once you have achieved competency in the initial instrument and navigation sections of your training, you will gradually be introduced to instrument approaches. These are the most important part of the instrument rating and take the longest time to master.

After you have achieved the required standard for instrument approaches, you will progress to the cross-country section of the training, which includes a series of navigational exercises.

Then you will be given a pre-rating test, before the instrument rating test. This gives

you an idea of how the actual test will be conducted as well as extra time to brush up.

Before beginning the flight test, you must pass an oral exam and the instrument rating theory exam.

The theory examination requires a minimum grade of 70 per cent (corrected for 100 per cent) before you can attempt the flight test.

You can integrate the theory element of your course with your flying training by studying independently, or by attending a theory course. Your training organisation, as well as some institutes of technology and some universities, also offer theory courses.

The flight test lasts for about three hours and covers everything in the syllabus. After you have successfully completed the CIR flight test you will be able to fly with passengers in instrument meteorological conditions—that is in cloud.

Commercial Pilot Licence (CPL)

If you are serious about a career in aviation, or if you would like greater freedom as a recreational pilot. it is worth applying for a commercial pilot's licence.

A CPL allows you to fly:

- A single-pilot aeroplane as pilot in command while the aeroplane is engaged in any operation.
- A multi-pilot aeroplane as pilot in command while the aeroplane is engaged in any operation other than a charter operation or a regular public transport operation.
- An aeroplane as co-pilot while the aeroplane is engaged in any operation.

To gain a CPL you must:

- Be at least 18 years old at the time the licence is issued.
- Hold a Recreational Pilot Licence / Private Pilot's Licence.
- Hold, or be eligible to hold, a flight radiotelephone licence.
- Pass the full CPL theory exam.
- Have at least 150 hours flight time, which includes:
 - 70 hours as pilot in command.
 - 150 hours of flight time in registered aeroplanes.
 - 20 hours cross-country flight time as pilot in command.
 - 10 hours of instrument flight time.
- Pass the CPL flight test.

Air Transport Pilot Licence (ATPL)

An air transport pilot licence (ATPL) authorises you to conduct private and commercial operations. Such as working as a airline pilot . In addition to private and commercial pilot licence privileges, you can be the pilot-in-command or the co-pilot of any operation. You must hold the appropriate aircraft category rating on your ATPL and the class or type rating for the aircraft you want to fly.

To gain an ATPL you must:

- Be at least 21 years old at the time the licence is issued.
- Hold a Commercial Pilot licence.
- Pass the full ATPL theory exams.
- Hold (or have held) a command (multi-engine aeroplane) instrument rating.
- Have a total of 1500 hours flight time, including:
 - 750 hours in aeroplanes (not flight simulators), of which:
 - 250 hours must be as pilot in command (100 hours may be as pilot in command under supervision)
 - 200 hours cross country, with at least 100 hours as pilot in command
 - 75 hours instrument flight time.
 - 100 hours at night.



Choosing a flight school.

Most airports have facilities for flight training conducted by flight schools or individual flight instructors. A school will usually provide a wide variety of training material, special facilities, and greater flexibility in scheduling. Many colleges and universities also provide flight training as a part of their curricula. There are two types of flight schools catering to primary general aviation needs. One is normally referred to as a certificated “part 141 school” and the other as a “part 61 school.” The certificated schools may qualify for a ground school rating and a flight school rating. In addition, the school may be authorized to give their graduates practical (flight) tests and knowledge (computer administered written) tests.



What flight training requires

A course of instruction should include the ground and flight training necessary to acquire the knowledge and skills required to safely and efficiently function as a certificated pilot. Whether you attend a part 141 or part 61 school or obtain the services of an individual flight instructor, the specific knowledge and skill areas for each category

Differences of two routes

The big difference from the integrated route is that the study doesn't necessarily take place as a full-time study option or over a set period of time – instead it can be done at the student's own pace, module by module, as time and money allow. What's more, in most cases the cost is substantially less and you can train in 'blocks', allowing the cost to be spread over a longer period, even allowing you to return to work between modules.

Airlines recognise the benefits of employing graduates from the modular method. Pilots who graduate from the modular route tend to come from a wider range of backgrounds than those from integrated courses, which can be seen as an advantage when working as a member of a team in the cockpit. Modular graduates are also seen as having a greater determination to reach their career goal.

— @ 8000 FT

On commercial aircraft, the cabin altitude must be maintained at 8,000 FT (2,400 m) or less.

Pressurization is essential at altitudes above 10,000 FT (3,000 m) above sea level to protect crew and passengers from the risk of a number of problems caused by the low outside air pressure above that altitude.

Tips before joining a flight school.

Instructor

Should be a skilled, patient, encouraging and professional pilot and a respectful, effective communicator. Make sure that they can work with your schedule.

Course plan

Make sure that the school has detailed training records for your proposed course. These should reflect the requirements of the national competency-based standards for pilots.

The training record should contain a detailed syllabus, including lesson plans with specific learning outcomes. Is there a comprehensive ground theory support program?

Are pre-and post-flight briefings and standard checks carried out?

Training aids

Whiteboards, diagrams or posters, aircraft models, overhead projector, computer training facilities, navigation and instrument flight rules aids.

Aircraft

Check that there are enough aircraft of your chosen type, and that they will be available to meet your training schedule. Check that the aircraft are equipped for training and are fitted with a transponder and functioning intercom. Facilities should be clean and comfortable, with an adequate number and size of classrooms. There should be a library, a lounge and a flight planning area.

Payment plan and refund policy

Payment should be required when the service is provided, not in advance. For a full-time course, block payment may be required by the training organisation. This is acceptable for a short period in advance. Do not pay the full tuition fee in advance. Flying schools can go out of business. Ask to see the school's refund policy in writing.

About Flight Level Ltd.

— @ 9000 FT

Typical starting altitude for skydive. A typical altitude might be around 9,000FT-16,000FT which gives the jumper about 45-90 seconds of free. It is possible to go as high as 16,000 FT (4,900 meters) without supplemental oxygen, giving the jumper up to 90 seconds of free fall.

About Flight Level Ltd.

Hong Kong's most modern and sophisticated Aviation Ground School, offering multiple levels of flight training for the deserving individuals like you. Whatever your background, we can help you on this journey from zero to hero, starting right here in Hong Kong.

The Flight Level team comprises of instructors with a shared passion for aviation, and are all certified and licenced aeroplane pilots. Our Chief Instructor is rated in instruction from the Australian National Airline College (ANAC), located in Melbourne, Australia, to impart the ground theoretical knowledge to our trainees. We uphold our standards of instruction with the syllabus adhering to the Australian Civil Aviation Safety Authority's Part 61 Manual of Standards, registered to the Australian Government's Federal Register of Legislation, and approved by ANAC.

Working with partners we adapt Flight Level Ltd resources and use our educational expertise to ensure that flight training systems developed take root and lead to deep and lasting change. In 2020 Hong Kong hosted one of the largest Education and career exhibitions, with over 50 institutions taking part. To enhance the development in aviation industry, we cooperated with Hong Kong airport authority and HKTDC set up a aviation day for those desire to become a pilot. The exhibition plays a key role in giving piloting prominence, and maintaining Flight Level Ltd. position as first choice for Hong Kong youth flight training abroad.

About Australian National Airline College

Australian National Airline College has all the facilities you need to learn how to fly and to reach a high professional standard so that you can more easily secure your Job. We have been training pilots for over 20 years and many of our graduates now fly for major Airlines throughout the world. The main college campus is located at Moorabbin Airport in the south east suburbs of Melbourne. We also have a regional campus at Bendigo Airport 150 Km NW of Melbourne. At Moorabbin and Bendigo Airport you won't find large airliners but you will find flight training operations, flying charter businesses and private aircraft. We have a large and varied fleet from four seat single engine trainers like the Piper Warrior and Piper Arrow to larger twin engine aircraft (like the Piper Seminole) allowing you plenty of opportunity to experience different aircraft types. At Australian National Airline College, we are committed to providing the most personalised, flexible flight training available in Australia today. By using

the most advanced training tools and techniques available we are able to offer industry leading, state of the art training courses designed to maximise the potential of every student. Our aviation college has well-equipped air-conditioned classrooms, a flight planning room with Aviation Meteorology accessed by our computers and several briefing rooms. The College holds an Air Operator Certificate (AOC) issued by the Australian Civil Aviation Safety Authority (CASA). Whilst we provide the practical and theoretical training, CASA undertakes the theory exams and flight tests and it is CASA that issues the licence. We provide cadet pilot training for China Southern Airlines. Along with our approval from the Australian Civil Aviation Safety Authority (CASA), we are also approved by the Civil Aviation Authority China (CAAC), So you are receiving an internationally recognised licence issued by the Australian Government Authority and recognised by members of ICAO (International Civil Aviation Organisation)

ANAC is Highly Certified & provides Internationally recognised training.

One of the best flying school in Australia.

- Approved by the Australian Civil Aviation Safety Authority (CASA) to deliver Part 141 training
- CASA Approved Testing Officer on staff
- CRICOS approved for International Student training
- A Registered Training Organisation (RTO) with approval to deliver Nationally Recognised
- Training under the Australian Qualifications Framework (AQF)

Moorabbin Airport is located 21 kilometres south east of Melbourne's CBD. With over 295,000 aircraft movements each year, it is the second busiest airport in Australia.

Australia's leading flight training airport Moorabbin Airport is Australia's leading general aviation flight training airport located in the south-east of Melbourne. The airport is home to a range of general aviation activities including flying training, flight charter, aviation maintenance, general and recreation aviation operations.

Economic Impact

Moorabbin Airport is the second busiest airport in Australia, averaging 295,000 movements per year. There are approximately 3,300 people directly employed on the airport and 6,000 people indirectly employed. We estimate that one third of all airport jobs are aviation-related.

An average of 1,200 student pilots train at this airport each year by a dozen flight schools, with 50% travelling from regional areas or overseas. The airport and its businesses provide \$50+ million in exports through flight training services.

How do I start?

Zero to Hero programme is an integrated course designed for student who aspires to become a professional pilot. Although the purpose of Zero to Hero programme is for those who are intended to become a commercial pilot, we also offer PPL programme for those who are passionate about flying for recreational purposes.

Stage 1 - Hong Kong

Flight Level Ltd. provides ground theory courses (First Solo - B.A.K. - P.P.L.) held by a certificated instructor of Australian Government Civil Aviation Safety Authority

Stage 2 - Australia

Upon completing courses above, students would continue their flight training in Australia with Australian National Airline College (Partnership with Flight Level).

Courses Commence in Hong Kong ground theory:

Stage 1. First Solo

Stage 2. Basic Aeronautical Knowledge (BAK)

Stage 3. Private Pilot Licence (PPL)

Simulator Sessions:

Motion simulator: P28A Full motion Simulator

Fixed simulator: Virtual Fly - SOLO PRO



**Any of these options
grabbed your
attention?**

**Become a
professional pilot
in approx. 18 Months**

— @10,000FT / Flight Level 100

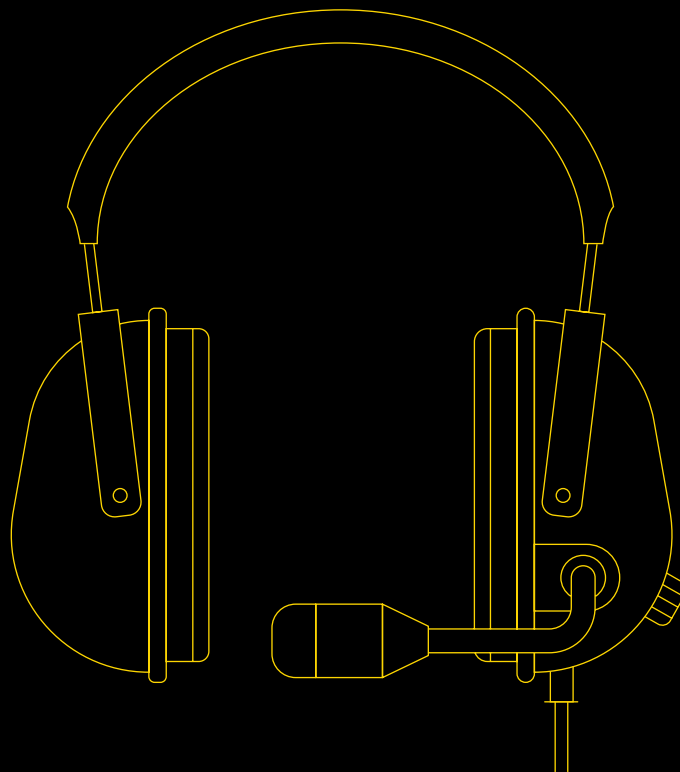
Flight levels are used to ensure safe vertical separation between aircraft, despite natural local variations in atmospheric air pressure. 10,000FT is the minimum flight level above the transition altitude. As most commercial operations conduct above this level, it requires professional knowledge and greater responsibility. The idea of Flight Level is to elevate our students become a profession pilot.

Unit 301, Gravity 29 Hing Yip Street
Kwun Tong, Hong Kong

T: +852 3619 5192 | +852 9619 9073

E: enquiries@flightlevel.com.hk

W: www.flightlevel.com.hk



Flying to new heights.

