



HOW TO BECOME AN AIRLINE PILOT

Europe & United Kingdom



S K Y B O R N E

AIRLINE ACADEMY

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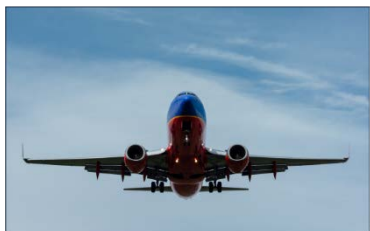




Firstly, let's distinguish the different types of pilot. The two main categories of aircraft are fixed-wing (airplane) and rotary wing (helicopter). There are then three types of flying category: private, commercial, and military.



Private pilots can fly light aircraft around for leisure, for example the small two-four seater propeller planes you've probably seen flying low in the sky near your house, such as Cessnas and Pipers. They can fly solo or take friends and family up. You cannot earn money from this type of flying.



Commercial pilots undergo further training to private pilots, which will allow them to hold a Commercial Pilots Licence (CPL). This allows them to fly revenue flights for companies and airlines. Ranging from sightseeing flights, to transporting cargo and passengers around the world, this is the area that Skyborne is involved in and we'll focus on that.



Military pilots go down a completely different route, undertaking specialist training towards operating military aircraft to serve in the armed forces.

Pilot duties involve ensuring that the aircraft and daily operations are conducted with the highest standards of safety, efficiency and competency.

It is a common misconception that cadet pilots are 'co-pilots' who never touch the controls. This couldn't be further from the truth.

As a Cadet First Officer you will be performing takeoffs, approaches, landings, and general cruise tasks, employing a combination of manual operation and monitoring computer-controlled flying systems. You will be required to keep fuel logs, communicate with Air Traffic Control (ATC) and work as part of a team.

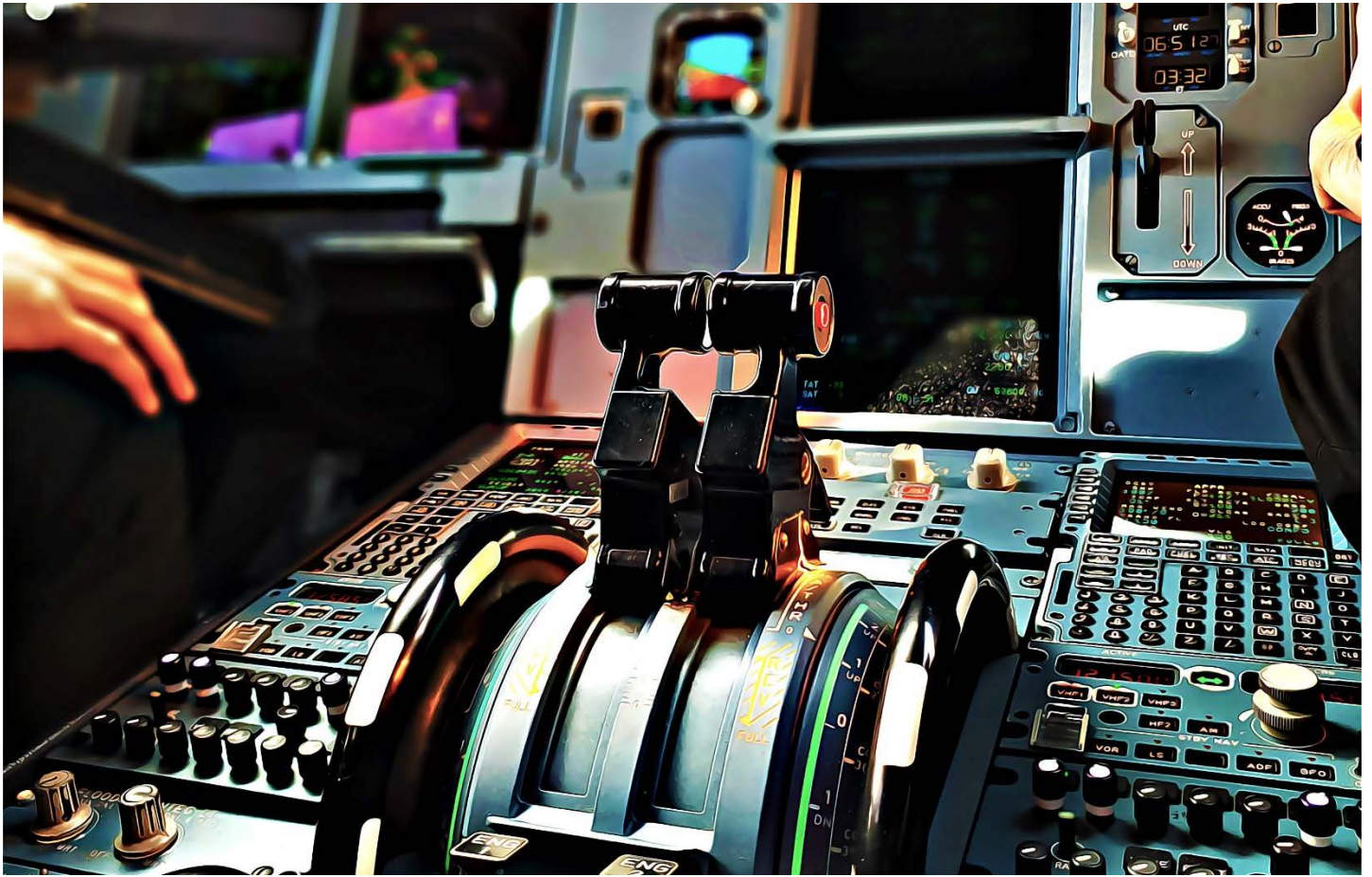
Communication is a vital aspect of being an airline pilot as you will communicate with your fellow pilots, cabin crew, air traffic control, and passengers throughout, to ensure a safe, efficient and smooth flight.

Depending on which airline and aircraft you operate on, you may return to your home base at the end of each day or find yourself down route in a foreign city for a night or two.

One thing is sure that it is a very rewarding career.



DAY IN THE LIFE OF AN AIRLINE PILOT



Commercial flying has many formats and different operators each have their own style. However, the basic role remains similar. Here's our summary of short-haul and long-haul.

Short-Haul

Many airline pilots begin their careers flying short haul. Due to a pilot's salary, employers will often want the maximum return on this outlay. In short haul this means a lot of trips, or 'sectors'. A typical flying day will consist of either two long sectors, or four short or medium sectors.

Your shift pattern will consist of 'earlies', reporting for work from around 0500 onwards, or 'lates', finishing any time up to midnight. Blocks of work are usually between four and six days, with a couple of days or so off before your next shift. The amount of duty and flying hours you can perform in certain periods is calculated in line with legal limits.

Modern short haul flying demands energy, especially when you are getting used to the job. Repetitive early morning alarm calls are followed by long, intensive days. There is little time to relax as turnarounds are short, often as little as 25 minutes.

Your day will begin with a briefing, which may or may not be with the cabin crew, depending on the airline you work for. The weather is studied for destination, alternate, en-route alternate and suitable diversions are identified along the way. A host of other parameters are also considered such as weights, loads, flight times, slot delays, and technical defects with the aircraft. From here, a fuel decision is made and then it's time to go to the aircraft.

Once on board, you will begin extensive pre-flight checks. If a complicated defect crops up which requires some careful modification to the standard operation – for example one of the thrust reversers is unserviceable – then you need to be very organised to make sure that everything gets completed ready for the Standard Time of Departure. A commercial pilot's priority is to make every flight a safe flight, but also to embrace customer service. If, as a team, you don't deliver an on-time and outstanding customer experience then passengers won't travel with your airline.

The modern commercial pilot must demonstrate leadership, commercial awareness and excellent communication & team skills, as well as the required high level of technical proficiency.

Flying can be intense but is very satisfying. Air Traffic Control is almost universally of a high standard, the airports are well-equipped, and you get to experience cities and cultures around the world should you be lucky enough to get the chance of an overnight stay. The unpredictability of weather is suitably challenging, with thick fog in the winter, gales in the spring and autumn, and towering continental thunderstorms in a hot summer all meaning you are exposed to very varied flying conditions.

Many pilots have no desire to do anything else than stay close to home, on and be a 'flat-earther' all their careers. Others view short-haul flying as a temporary springboard into a wholly different flying discipline – long-haul.

Long-Haul

Although the fundamental sequence involved in flying an aircraft from A to B is the same as in short haul, what differs between the two is the pace of long-haul flying. Everything takes longer. This is due to the briefings needing to take into account more adverse weather factors for en-route diversions or the strict requirements of ETOPS (Extended Twin Operations). Loading passengers and freight takes longer because there's more of both on a long haul flight. Inserting the flight plan route into the computer is a lengthier process as each point has to be checked thoroughly, especially when it comes to transatlantic trips.

The duration of the take-off roll is also significantly longer. When a wide-bodied aircraft is at its maximum take-off load, it can be over a minute roaring down the runway at near full power. An experience that is definitely one of those 'this is why I do the job' moments.

Let's not forget that the flights themselves are longer too. Once airborne, the first hour and a half is generally pretty busy, as ancillary data has to be uploaded due to not having enough time to do this on the ground. This includes wind speeds and directions; getting oceanic clearance if you're heading that way; and checking the tracks and distances on the route. Then once you're on your way, the flight settles down to periodic checks of the route, timings and fuel quantities and temperatures. When operating longer flights you carry an additional pilot, allowing the operating crew a chance to get some rest so that everyone is as fresh as possible for the approach and landing into the destination. This is vital, as you could be approaching a busy crowded airfield such as London or New York, or some of the more challenging airfields, meaning your full concentration is required.

Fatigue is a big concern in long-haul flying. The legal responsibility is to report for work fit and rested, so managing rest is a vital skill. This takes planning and care, as a typical pattern is to go to work when everyone else is thinking of going home, for a flight which lands sometime after midnight. Your alarm then abruptly wakes you up in the hotel room 24-hours later and you then fly through the night to finish when everyone else is just starting their day.

Alternatively, a 48-hour trip in a time zone eight hours apart from Europe is exceptionally tough on the mind and body. The ability to sleep anywhere at any time for any length of time is crucial. It's not unusual for some crew to never crack this aspect of long-haul and to request going back to short haul so that they can have nights in a bed instead of a cockpit.

However, the rewards of long-haul are plentiful. Your office is the world and the view out of the window is phenomenal. All the elements you learn in geography as a child and meteorology at flight school comes to life before your very eyes.

You also get to experience some truly amazing places with your time off and by becoming a regular visitor to these destinations, you slowly get to know their cultures and ways of living. You read the newspapers, follow the progress of an adopted sports team, find your favourite cafés and restaurants like a local. It's nice and a truly rewarding experience

STEPS TO BECOMING AN AIRLINE PILOT



Skills & Qualifications

To start on your journey, here are some of the requirements to begin training as a pilot:

- > **Personal qualities:** a passion for flight, motivation and ambition, self-discipline, technical aptitude, tolerance of pressure, maturity for your age, and spatial awareness.
- > **Education:** Short haul/regional airlines will sometimes specify an academic minimum, however Skyborne's Integrated programme includes a BSc Hons Degree as standard.
- > **Assessment:** assessment involving computer-based aptitude testing, personality questionnaires, teamwork exercises, and competency-based interviews identifies individuals who are most likely to succeed in pilot training and who are suitable for a career as an airline pilot. Skyborne uses an assessment process prior to commencement of training to ensure that you have the raw talent to succeed.
- > **Medical certification:** you'll need an examination to test your hearing, eyesight, coordination, and overall health. Upon successful completion, you will receive a valid Class 1 Medical Certificate. All pilots are required to have this certificate throughout their flying careers.
- > **Vision:** you do not need perfect vision to be a commercial pilot. As long as your vision can be corrected to 20/20 with glasses or contacts, you are eligible for an UKCAA/EASA First-Class Medical Certificate, which makes you eligible to fly as a civilian professional pilot. If you are colour-blind, an UKCAA/EASA Medical can still be obtained by some. The restrictions will depend on the degree of colour-blindness. The UKCAA/EASA has several mechanisms for making this determination; consult an Aeromedical Examiner (AME) for more information. Some airlines have their own restrictions that are more stringent than the UKCAA/EASA. There are additional vision and health restrictions that apply, as well as waivers, so it is best to consult an UKCAA/EASA Aviation Medical Examiner about your specific situation.
- > **Age:** you can hold a Commercial Pilot certificate as young as 18 years old. The mandatory retirement age is 65 years old, so if you want to become a career pilot, look at how many years' earnings you'll have before retirement and ensure that it's a worthwhile investment.

Training Pathway

Our Integrated ATPL programme is a career development programme that will take you from zero experience through to Frozen ATPL before being placed with one of our esteemed Partner Airlines.

Skyborne also offers an alternative career development pathway that follows the modular route of training. This commences with PPL training and culminates in the APS MCC training.

Our graduate placement team works with you during your training to identify suitable employment opportunities.



UK CAA INTEGRATED ATPL

THE JOURNEY



GROUND SCHOOL – THEORETICAL MODULES

The first step in becoming a commercial airline pilot is to pass your theoretical ground school modules, a total of 13.

You will be examined on the UK CAA ATPL subjects.

SINGLE-ENGINE PHASE (SEP)

Once you have passed ground school, you will transition to the single engine phase of flight training.

This focusses on the fundamentals and sets the foundations for more advanced certificates and ratings.

The Single Engine Class Rating and CPL is obtained over a 6 month phase of training with Skyborne.



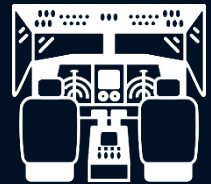
MULTI-ENGINE INSTRUMENT RATING AND UPSET PREVENTION AND RECOVERY TRAINING (MEIR & UPRT)

To fly large passenger airliners, pilots must achieve multi-engine privileges.

On completion of your CPL you will move onto twin-engine aircraft and learn to fly our DA42 aircraft using the Garmin G1000. You will finish this phase with Upset Prevention and Recovery Training (UPRT).

AIRLINE PILOT STANDARDS MULTI-CREW COOPERATION (APS MCC)

In this final phase you will complete 40 hours of Multi-Crew training on our Boeing 737 Max Simulator, developing jet handling techniques and multi-crew skills.



GRADUATE SERVICES

The Skyborne Recruitment team is always building relationships with airlines across the U.K. This is to support you in finding your first airline position. The Recruitment team will also provide interview, CV support, and also sim assessment support.

TYPE RATING TRAINING

Following a successful interview with an airline you will undergo a Type Rating. This is learning to fly the specific aircraft type using their standard operating procedures



UK CAA MODULAR THE JOURNEY



PRIVATE PILOT LICENCE

Whether you are considering flying as a hobby or if this is your first step towards your goal of flying commercially, the Skyborne PPL offers a flexible solution.

Benefit from the professional standards of Skyborne training, and gain the necessary skills and confidence to become a private pilot.

ATPL THEORY – AT HOME OR DISTANCE LEARNING

Complete your ATPL theory through interactive distance learning OR classroom-based training.

At home - combines guided self-study and regular instructor-led sessions, ensuring a sound understanding.

Classroom-based - provides 767 hours of instructor-led sessions with industry professionals using the latest technology, in state-of-the-art facilities.

Either route will allow you to benefit from Skyborne's Progressive Continuous Learning approach, with interactive sessions linking learning to the flight deck environment in a progressively layered process.



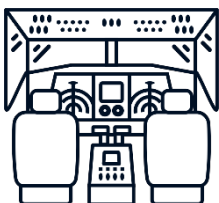
MULTI-ENGINE PISTON CLASS RATING (MEP)

Skyborne's Commercial Pilot Licence syllabus is conducted across a full time, 9-week footprint. The programme is completed on our Diamond G1000 equipped DA42 aircraft.

As standard Advanced Upset Prevention and Recovery Training is included on the Slingsby T67.

COMMERCIAL PILOT LICENCE (CPL)

To fly large passenger airliners, pilots must add multi-engine privileges to their pilot certificate. Adding a Multi-Engine rating to the Commercial Pilot certificate is the final step before building experience to meet hiring minimums.



ADVANCED UPSET PREVENTION AND RECOVERY TRAINING (ADVANCED UPRT)

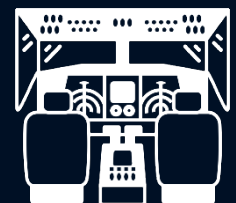
This comprehensive, 1-week course combines theoretical knowledge and practical flight training in the Slingsby T67 aircraft. You will also benefit from a high-altitude flight demonstration in the B737 MAX simulator to better understand the cause and effect of aircraft upsets, and the appropriate recovery techniques in a medium weight, swept-wing jet aircraft.

This recently mandated course is required to gain a commercial pilot licence, and equips you with the skills to identify, act and mitigate all risks.

INSTRUMENT TRAINING (IR)

The Skyborne Instrument Rating course is completed in 5-weeks on the Diamond DA-42, G1000 equipped aircraft.

At the conclusion of the programme, you will be qualified to fly using in-cockpit instrumentation as your sole reference.



AIRLINE PILOT STANDARD MULTI-CREW COOPERATION CERTIFICATE (APS MCC)

This 3-week training course takes you through Crew Resource Management training and advanced swept-wing jet aircraft training using airline Standard Operating Procedures. Designed to maximise your placement prospects and ensure you are Type Rating ready. This recently mandated course is required to gain a commercial pilot licence, and equips you with the skills to identify, act and mitigate all risks.

FINANCE

Once you have decided that a career as a commercial pilot is your destiny, one of the initial challenges is financing your training.

Average training costs are currently around £100,000. The Integrated ATPL programme with Skyborne costs £99,500, inclusive of accommodation and a BSc (Hons) Degree.,000 Unless you are fortunate enough to have access to significant funds, you will need to obtain some form of financing. Skyborne Airline Academy are working with a number of institutions to provide a range of funding options.

Pepper Money

Part of the global Pepper Group, Pepper Money is an award-winning UK-based specialist lender who takes a human approach to underwriting. Their customers range from; first-time buyers, buy-to-let investors, those looking to re-mortgage, or those looking to borrow additional funds secured against their existing property.

All of their mortgages are available via intermediaries, alternatively, they can arrange Second Charge products directly via one of their fully qualified advisers.



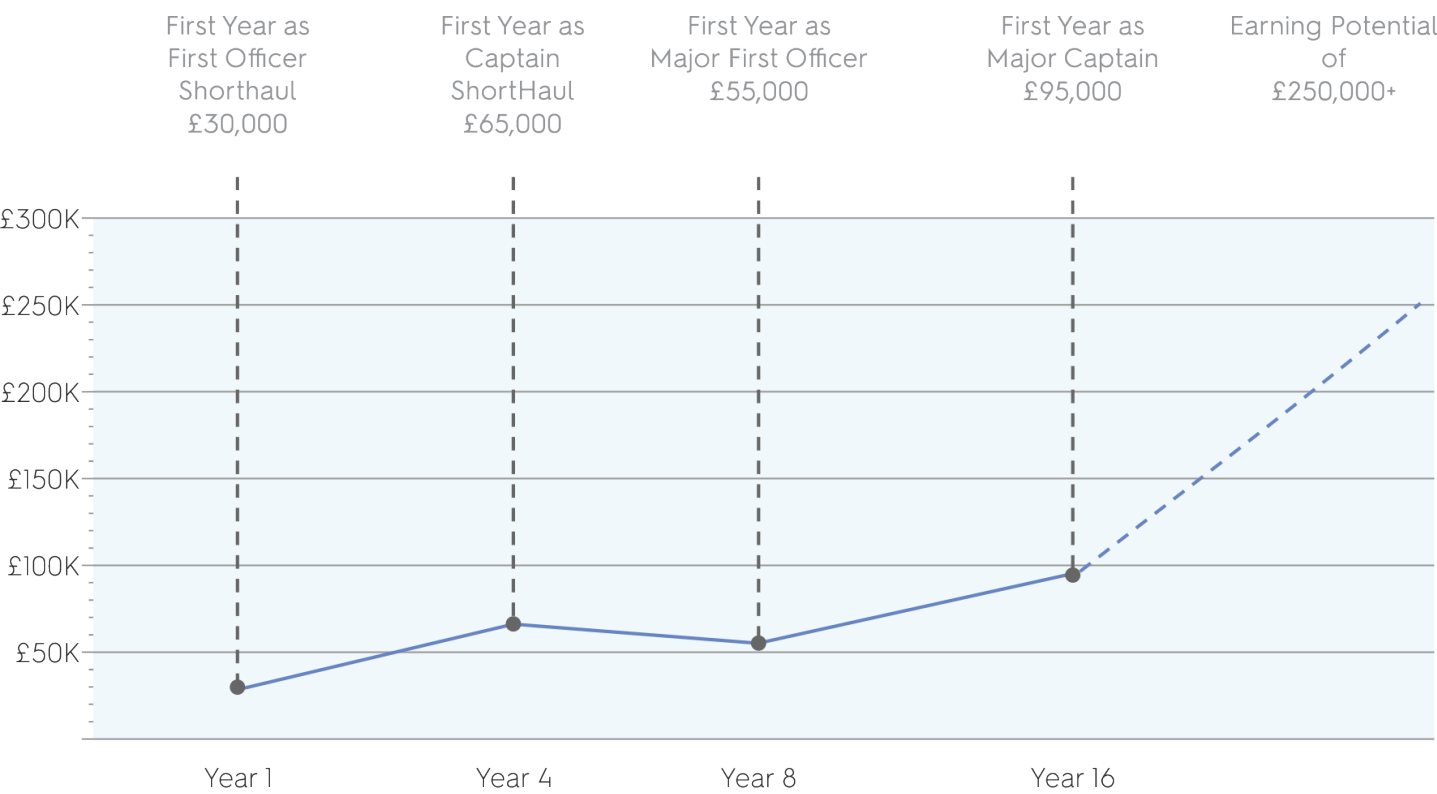
AIRLINE PAY AND BENEFITS

Flying is a satisfying and rewarding career, and airline pilots are paid very well.

According to **Payscale**, the average **First Officer base Salary** is £42,780 and according to **Payscale**, the average **Captains base salary** is £101,340.

In addition to base earnings, pilots take part in company health, life and disability insurance, as well as retirement plans and get sector pay and allowances for when away from base. Pay for airline pilots depends on the airline, the airline type (regional or major), the pilot's experience level (pilot seniority), and the aircraft being flown.

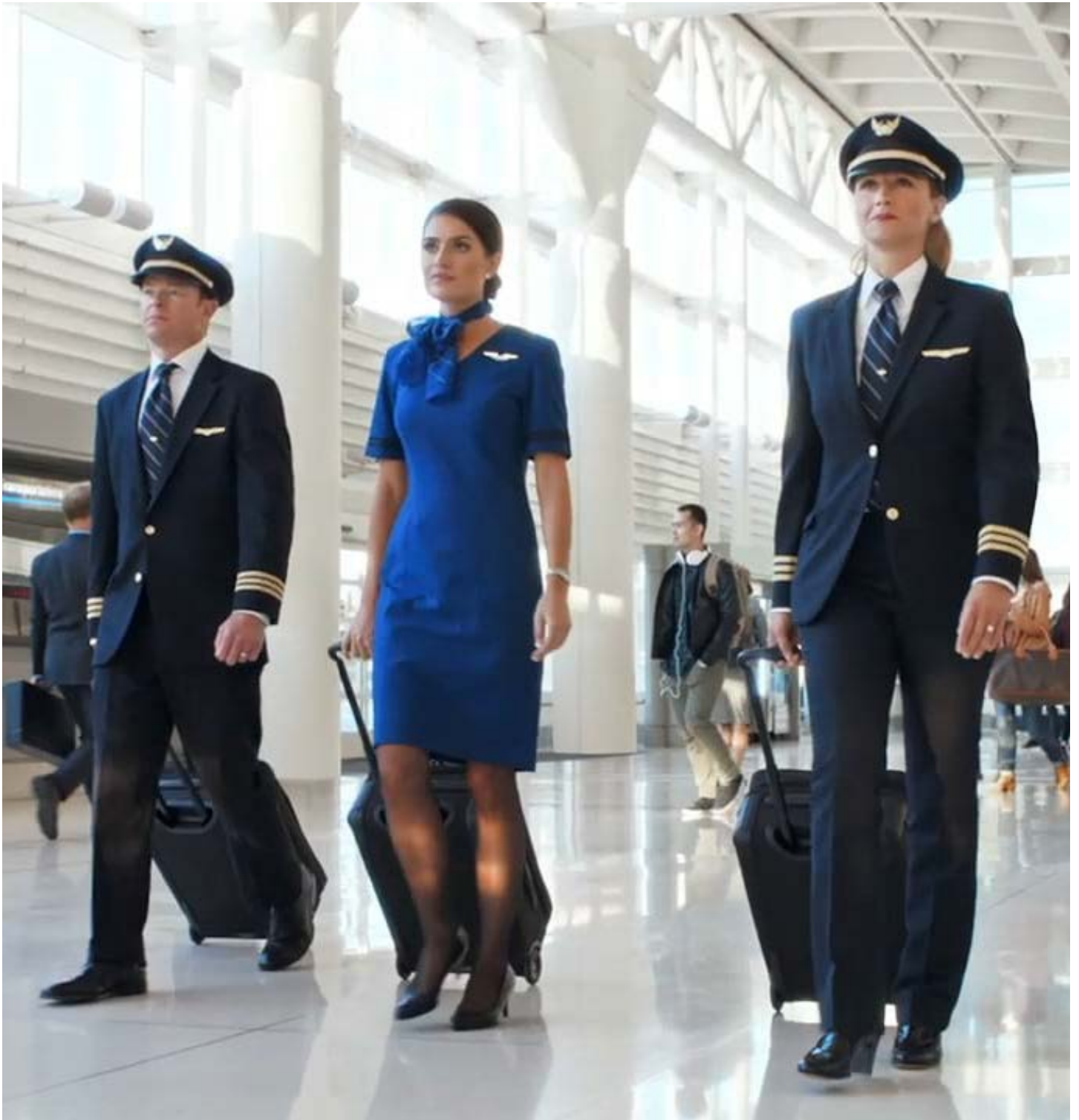
It goes without saying – pilot salaries are at their lowest at the beginning of your career and highest towards the end. Before beginning your path towards a career as an airline pilot, it's important to understand how much you will be making throughout your entire career.



The figures above are based on averages across different airlines but can give you a good idea of the airline pilot salary you can be expecting as your career progresses. It's also worth noting that the timeline above is stretched out a little longer than some would experience.



You probably noticed that at a couple of spots on the graph, pilot salaries drop, particularly when you jump from being a regional airline pilot to a pilot for a major airline. This does not necessarily mean you get a drop in pay.



New personnel demand is calculated based on a 20-year fleet forecast for commercial aviation aircraft with more than 30 seats. By analysing fleet growth, aircraft utilisation, attrition rates and regional differences in crewing specific to aircraft type, Boeing's Pilot and Technician Outlook estimates the number of new pilots.

*612, 000 new pilots needed globally over next 20 years with 115,000 being in Europe.

Airbus predicts similar number of new pilots. The services market is rebounding, triggering a need for some **550,000 new pilots and 710,000 highly skilled technicians over the next 20 years.

*Source Boeing Pilot Technician outlook by region 2021 – 2040.

**Source Airbus Global Market Forecast 2021-2040

So, in summary the OEM's are predicting approximately 6,000 new pilots per year required for Europe alone.



AIRLINE PILOT FAQ'S

| WHAT'S THE DIFFERENCE BETWEEN INTEGRATED & MODULAR TRAINING?

The difference between **Modular Pilot Training** and **Integrated Pilot Training** is that in **Modular Pilot Training**, you can train at your own pace and train for one license before moving onto the next while in an **Integrated Pilot Training** programme you are training using a full-time curriculum which combines the different training stages and licenses (**Private Pilot License**, **Commercial Pilot License**, and usually **Instrument Rating** and **Multi-Engine Rating**).

Other key differences between modular and integrated pilot training are:

- > **Duration:** The duration of training varies but often an integrated pilot training programme is quicker due to the full-time nature of the course.
- > **Flexibility:** You can easily change flight school when you choose the Modular Route as you can train at your own pace and can change schools for the different licenses. You can also take some time off to return to work and earn enough money to begin the next stage of training and license.
- > **Investment:** By going the modular route a student pilot only pays for a certain stage of training and is not committing themselves to the whole cost of an integrated programme.
- > **Airline Training Programmes:** Often Airline Training programmes follow an integrated pilot training curriculum .
- > **Price:** This varies greatly upon the training organisation and the time a student takes to complete the training.

At Skyborne we place equal emphasis on both training routes as they lead to the same pilot licenses so it really depends on an individual's preference of training.

| HOW LONG DOES IT TAKE TO TRAIN TO BE AN AIRLINE PILOT?

If you commence a full-time course of training with Skyborne the course will take 70 weeks to complete which will then provide you with the qualification of a frozen ATPL. If you then join an airline and build up to 1500hrs you will then be able to unfreeze the frozen ATPL to an ATPL.

WHAT SUBJECTS SHOULD I STUDY TO BECOME AN AIRLINE PILOT?

Unlike medicine or the sciences, there are no academic courses that focus specifically on operating aircraft. However, having an extensive background in science and math can be beneficial to aspiring commercial pilots. It may also be advantageous to study geography and languages to increase your chances of employment. Knowledge of these subjects may give you an advantage over the competition when vying for commercial pilot positions, but not essential.

IS IT CHALLENGING TO BECOME AN AIRLINE PILOT?

Working as a commercial pilot requires a great deal of technical knowledge. However, many professional pilots would say that the most challenging part of the job is being responsible for the aircraft, crew and passengers.

Becoming a commercial airline pilot requires considerable study and training, as well as many hours of flying time. It requires a lot of dedication, commitment and hard work to become a commercial pilot, but can be a very rewarding career path for anyone who loves travel and enjoys a challenge.

AM I TOO OLD TO START FLIGHT TRAINING?

In short – if you're under 65 then no you're not too old, but the older you start your training, the more limited your employment options may be and the less money you can expect in return over the course of your career.

HOW MANY HOURS DO AIRLINE PILOTS WORK PER WEEK/MONTH/YEAR?

It varies around the world, but in general pilots are limited to 900 hours a year. The number of hours you fly can vary significantly between airlines.

Pilots usually get between 9 and 15 days off a month with long haul pilots normally requiring more time off to recover from large time zone changes and deep night flights.

WHAT IS A TYPE RATING?

A Type Rating is a qualification to fly a specific type of aircraft. Any aircraft which has a maximum takeoff weight of more than 5,700 kgs, or is turbine powered requires a type rating to operate it.

A type rating course consists of a technical ground school course covering the aircraft's systems and performance and a simulator course, where you learn to fly the aircraft in normal and emergency situations for approximately 40 hours.

A type rating normally takes between 1 – 3 months to complete depending on your experience level and type of aircraft.

WHAT IS LINE TRAINING?

Line training, or Initial Operating Experience (IOE) as it is sometimes referred to, is an advanced stage of pilot training which takes place on the aircraft for which you have acquired the type rating. It takes place with passengers onboard whilst being supervised and trained by a 'Training Captain'.

The Training Captain is a specially selected qualified Captain who is there to provide training to the trainee whilst when making the step from the simulator to real life, flying the aircraft during normal revenue operations.

This phase of training is designed to get the trainee up to speed with the normal operation of the aircraft on a daily basis, ensuring the student is familiar with company Standard Operating Procedures (SOPs), flight profiles, manual and automatic handling whilst within a real-life commercial environment.

Line training for new pilots lasts anywhere from between 40 and 100 sectors (number of flights) which can take 2 – 12 weeks.





CONTACT US

MORE INFORMATION

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