

CHECKLIST FOR THE SELECTION OF FLYING SCHOOLS

INTRODUCTION

The checklist is intended to simplify the comparison of several flight schools. We recommend examining at least three flight schools more closely to get an impression of the standard in the industry. In addition, it is important for each prospective customer to create his or her own list of priorities (What is important to me? What could I do without?). In this regard, the checklist presented here can be a guide. It is not intended to categorize a flight school as "good" or "bad" based on a high number of yes or no answers. Rather, the checklist offers the pure possibility of comparison based on which the user may decide according to his own preferences.

Facilities and Equipment

Depending on the type of training offered by the flight school, it should have appropriate equipment available for training. For example, for training as a private pilot, simple aircraft with rigid landing gear and fixed propeller are sufficient. In contrast, for training as a commercial and airline transport pilot, aircraft with retractable landing gear, adjustable propeller and equipment for instrument flight are required. For instrument flight training, a procedural training device/simulator should be available and for certain training courses, a twin-engine aircraft must be available as well.

In an interview with the school's training manager, you should receive detailed answers to both, the questions listed in this questionnaire and your own questions. The opportunity should be given to inspect the aircraft park, the training rooms, and the other facilities. Wherever possible, conversation should also be sought with student pilots who are already in training.

Another important aspect when choosing a flight school is the question of existing insurances.

Blanket statements that students are covered by the flight school should be treated with caution. Basically, it is advisable to clarify in advance who is the owner and holder of the aircraft, which insurances exist for the school, the aircraft as well as the instructors.

Does the training spectrum of the flight school include the following courses?

Integrated ATPL training - theory and practice (continuous training straight to the ATPL)

Modular ATPL training - theory and practice (stepwise training including PPL, IR, CPL)

MPL training - theory and practice (integrated training limited to multi-crew cockpits)

Checklist Flight schools

GENERAL QUESTIONS:	Yes	No
Is continuous training offered "ab initio" up to the ATPL?		
Is ATPL training offered in a modular (via PPL, IR, CPL) and/or integrated (continuous) way?		
Is there an assessment center? What are the admission requirements?		
Can I find out the general graduation rate? What are the failure and success rates in the various stages of the training?		
If one loses their medical certificate during pilot training, are costs incurred? If so, the complete or partial amount for training phases already completed?		
Are theory classes replaced by computer-based training? If so, to what extent?		
Are instructors available at all times to answer questions during the theory part?		
Is training material such as books, CBT's, etc. included in the costs?		
Is it possible to complete the pilot training in a cooperative study program with a university?		
Is an MCC course offered, possibly together with an airline?		
Is an application workshop offered?		
Is there written information on the training process?		
Is the claim of theoretical classes only in passing the exam or to acquire comprehensive knowledge?		
Is it possibly to split the payments for the training?		
Are any additional flying hours included in the package price?		
Are the course costs guaranteed or may they be subject to change during the course?		
Is it required to place one or more advance payment?		
What is the atmosphere at the flight school? Do you notice a culture of respectful cooperation?		
Is there information about the accident history?		
TRAINING SCHEDULES AND TRAINING PROCESS		
Is there a clear structure of the separate steps in the theoretical training?		
Is there a clear structure of the separate steps in the practical training?		
Does the training plan include time reserves for personnel downtimes? ***		
Is there a compensation plan? How often / how long is it applied?		

Are theoretical and practical training reasonably connected?		
Note: Prolonged interruption of training may potentially increase the number of flight and theory hours required. This usually leads to additional costs.		
TRAINING PERSONNEL		
Is there enough training personnel available?		
Are the instructor pilots: <ul style="list-style-type: none"> • active professional or commercial air line pilots • former professional or commercial air line pilots • active general aviation pilots • former general aviation pilots • flight instructors without flight experience • other background/career 		
Are the theoretical instructors: <ul style="list-style-type: none"> • active/former professional or commercial air line pilots • active/former general aviation pilots • university graduates • other background/career 		
AIRCRAFT FLEET		
Single-engine aircraft: Simple type (fixed landing gear / fixed propeller) Condition: Equipment: Quantity: Complex type (retractable landing gear / adjustable pitch propeller) Condition: Equipment: Quantity:		
Multi-engine aircraft: Condition: Equipment:		

Quantity:		
Where is the maintenance taking place? <ul style="list-style-type: none"> • At the own hangar • At the hangar of a contracted maintenance partner • At the flying school • Other place 		
Where are the aircraft placed? <ul style="list-style-type: none"> • Inside the hangar • Outside 		
How reliable is the flight schedule? Possible reasons for cancellation of flights: <ul style="list-style-type: none"> • Technical issues • Weather • Aircraft capacity • Shortage of training personnel • Others 		
FLIGHT SIMULATOR / COCKPIT PROCEDURE TRAINER Which simulators / procedure trainers are available: <ul style="list-style-type: none"> • full-flight • fixed base • flat panel trainers • FNPT I/II • Others 		
ADMINISTRATION Customer contact Is there an opportunity to attend a day of instruction or to accompany a training flight? Is it possible to exchange information with active flight students?		
ENVIRONMENT Are there sanitary facilities, a cafeteria, canteen or restaurant on site? ACCOMMODATION Do opportunities for accommodation at the flying school exist? Is there any support for apartment search?		

For those not yet familiar with the subject, the most important terms and abbreviations are explained below. They appear in this questionnaire and in briefings at flying schools.

Terms

- **Ab-Initio:** from the beginning without previous knowledge

- **ATO:** Approved Training Organisation = Flight school (according to EU Regulation 216/2008)
- **ATPL:** Airline Transport Pilot License
- **Briefing:** preliminary meeting and / or debriefing of a flight
- **BU:** Berufsgrunduntersuchung (Basic examination) = selection test for general pilot fitness
- **CBT:** computer-based training = computer-aided, multimedia-based learning
- **CPL:** Commercial Pilot License
- **CPT:** Cockpit Procedure Trainer = Device for practicing cockpit procedures
- **DLR:** “Deutsches Zentrum für Luft- und Raumfahrt“ = German-Aerospace-Center
- **DLR-Test:** aptitude test for pilots and air traffic controllers, carried out by DLR
- **EASA:** European Aviation Safety Agency
- **FFS:** Full Flight Simulator (flight simulator incl. motion simulator)
- **FNPT II:** Flight and Navigation Procedure Trainer (exercise machine without motion)
- **FQ:** “Firmenqualifikation” = Selection test for suitability for a specific airline
- **General Aviation:** aviation except scheduled and charter traffic
- **IR:** Instrument Rating = entitlement to fly not only by visual flight rules
- **JAA:** Joint Aviation Authorities = Association of 34 European Aviation Authorities
- **LBA:** “Luftfahrt-Bundesamt” = National Aviation Authority of Germany
- **MCC:** Multi Crew Coordination = Course on cooperation of crews in cockpits
- **MEP:** Multi Engine Piston Aircraft = Class rating for multi-engine aircraft powered by piston engines
- **MPA:** Multi-Pilot Airplanes = two-pilot aircraft
- **PPL:** Private Pilot License
- **SEP:** Single Engine Piston Aircraft = Class rating for single engine aircraft powered by a piston engine
- **SPA:** Single-pilot aeroplanes
- **TR:** Type Rating = Entitlement to operate a specific type of aircraft

SUMMARY

Commercial flight school or aero club? Please do not make your decision based on the price or distance to your place of residence. Look for quality and professionalism.

We wish you a lot of fun and success during your pilot training.

VEREINIGUNG COCKPIT e.V.

Working Group Qualification and Training