**How do I start?**

Before you can start any kind of training, you should look into obtaining your Class 1 Medical, it is necessary for anyone that wants to become a Pilot

Don’t be fooled by some of the myths such as, ‘I can’t be a professional pilot because I wear glasses.’ You can actually fly commercial aircraft wearing glasses or contact lenses, as long as your vision is correctable to 100%.

You must be at least 21 years old and you have to go through a medical examination which can take up to four hours

Becoming a commercial pilot is a huge financial commitment and is also very competitive. You have to decide in which Training Organisations you invest a lot of money and if they are going bankrupt during your training all your money is lost.

But you don’t have to pay huge amounts of money, you can attend a work placement with aviation companies and if you are lucky they will take you and pay your training and when you are don with your training you intstantly get a job at the company.

**I’ve heard about a pilot shortage – is it true?**

Boeing’s [**Pilot and Technician Outlook**](https://www.boeing.com/commercial/market/pilot-technician-outlook/2018-pilot-outlook/) project expects world’s aviation system will require 790,000 new commercial airline pilots. One-third of these pilots will be required in the Asia Pacific region, another 206,00 in North America and Europe 146,000 – that’s a lot of pilots needed!

It’s also true that due to adjustments in pilots’ age regulations, there is large number of pilot captains set to reach retirement age over the next few years

**How much will it cost and how do I pay for it?**

Paying for your professional flight training is one of the most expensive investments you’ll ever make. Depending on the training route you follow, you should be prepared to pay around 77,300€ to 132,500€ to train for your initial licence. You can borrow the money from certain bank or working their way through the training.

And as I said before it’s an risky investment if your Training Organisation is going bankrupt during your training all your money is lost.

**What’s the training like?**

The training itself can be split into specific sections:

* **The Airline Transport Pilot License ground exams** For many, the most demanding part of the training. You’ll need to pass 14 exams covering subjects such as navigation, flight planning and aviation law.
* **Flight training** The fun bit. A majority of this may take place overseas, often in the USA or southern Europe.
* **Night Qualification** You will learn how to navigate at night. 5 hours ground training and 5 hours flight training
* **Commercial Pilot Licence**The CPL is a basic requirement to be allowed to fly for financial reward. You need a minimum of 150 hours of flight time to get this far.
* **Multi-engine rating** Introduction into flying with two engines
* **Instrument Rating**The most demanding of the flying skills, flying only with reference to the aeroplane’s instruments.
* **Multi-Crew Co-operation** Learning to work as a team, a very important step for professional pilots

**What is pilot selection and how can I prepare?**

Many schools have specific rules for pilot selection; you will have to apply for and pass a series of selection tests that will test your suitability to be a pilot and work in a team.

You have to demonstrate a combination of good technical skills along with people skills and a wide knowledge of the industry.

Preparation is the ke. You need to prove to the airlines you’re serious about flying as a career

**Do I need a degree?**

Typically, cadet selection programmes do not ask for a degree in order to apply. However, a degree may still be benificial, as it means you’re going into the application stage a little older, with a little more experience behind you, and if for any reason you’re no longer able to pursue a flying career, you can still use the valuable skills gained in a degree to get other employment.

Although I can say Aviation-related degrees are becoming more popular