JAR PPL(A)
Flight Training Program

Student:_____

License number:_____

Flight training start date:_____

Flight training end date:_____

Student pilot license valid until:_____

Medical certificate class:_____

Medical certificate valid until:_____

Own flight instructor:_____

JAR PPL (A) Training program

This flight training program is in accordance with JAR-FCL 1.125 (1.12.2006), JAR-FCL 1.125 appendix 1 (1.12.2006), AMC FCL 1.125 (1.12.2006) and national regulations TRG M1-1 (11.12.1999) and PEL M2-1 (15.12.1999).

General requirements

Before commencing this training, student shall hold a class 1 or class 2 medical certificate, a valid Student Pilot License issued by the FCAA. Minimum age before commencing first solo flight shall be at least 16 years and before applying for PPL (A) license at least 17 years.

This training program shall never be taken into the aircraft for the flight!
Flight instructor ensures that this training program is kept up to date and is filled up correctly immediately after a flight has been completed.

Aim of this training program

After this program student shall be able to operate a SEP (land) class aeroplane safely and efficiently and to be capable of making decision based on thorough knowledge and good airmanship.

Throughout the training program instructors shall teach and demonstrate good airmanship and correct decision making so that the student can apply the same principles and rules in his/her future flight operations.

Contents of the training program

This training program consists of basic training and consolidation training. Basic training contains basic flight training until student's first solo flight. Acceptance for the first solo flight takes place on VTL1 flight, which shall be flown by FI(A) other than students own flight instructor.

Consolidation training contains consolidation training, cross country training, basic instrument training and all PIC flights except first solo flight. Acceptance for first solo cross country flight takes place on VTL2 which shall be flown by FI(A) who hasn't trained the student on dual cross country flights.

Total training times are

Ground training (no flight time, and not included below)	2h 00min
Total time (including PPL skill test)	45h 45min
Dual (including PPL skill test)	35h 30min
PIC	10h 15min
PIC cross country	5h 15min
Instrument time, aircraft	1h 00min
Instrument time, FNPT	5h 00min

Flight training rules and limitations

- Basic part of this training program shall be completed before commencing any flight on consolidation training (not including flight 10: Spin recovery)
- Flights from 1 to 8 shall be flown in same order as presented in the training program.
- Other flights in basic part before VTL1 may be flown also in different order in case e.g. Weather circumstances prevent the normal order of flights.
- Flight 10 (Spin recovery) may be flown any time between flights 9 and 30 (VTL 2)
- VTL 2 shall be flown when all dual cross country flights have been flown and student is ready for it.
- Basic instrument training (flights 31-36) shall be flown between flights 21 and 37.
- Synthetic flights 31-35 can also be flown with an aircraft.

- When commencing stalls or recoveries from unusual attitudes on dual flights, altitude for the practices shall be sufficient to fully recover the aircraft by 1500ft AGL.

- When commencing spins on dual flights, altitude for the practices shall be sufficient to fully recover the aircraft by 2500ft AGL.

- On PIC flights students shall NOT do following practices:
    - Stalls
    - Steep turns with more than 45 degrees bank
    - Aerobatic flying
    - Spot landings
    - Simulated engine- or system failures, except flapless landing

- On PIC flights, when commencing steep turns or slow flight, altitude for the practices shall be at least 2000ft AGL.

Credit given for previous flight experience

- In case student has previous flight experience, this training program can be reduced by the amount decided by Head of Training according to the limits of JAR-FCL 1.120 (1.12.2006).

- Holders of pilot licences or equivalent privileges for helicopters, microlight helicopters, gyroplanes and microlights having fixed wings and moveable aerodynamic control surfaces acting in all three dimensions, gliders, self-sustaining gliders or self-launching gliders may be credited with 10% of their total flight time as pilot-in-command in such aircraft up to a maximum of 10 hours towards a PPL(A).

- Removable flights in this program, that can be credited according to the Head of Trainings decision, are:
    - Flights: 2, 3, 4, 5, 6, 8, 12, 13, 14, 19, and 23.
    - Flight 29 duration can be reduced from 3:00 into 2:30.
    - Of these removable flights 9:15 is DUAL and 0:45 PIC time.
    - Head of training shall mark the credited flights into the students syllabus by criss-crossing removable flights. Removal of pages is not allowed!
    - All crediting shall be done before commencing any flights.
    - Regardless of student's previous experience, flight training shall be flown as per flight training program.

Additional training/extra flight time

- In case student needs additional training to achieve the required level, instructor must inform the Chief Flight Instructor of this matter. Chief Flight Instructor will print a new page for the revision flight and check the items needed for the revision. The additional page shall then be added into this training program. All this must be done before commencing any revision flights in order to keep Chief Flight Instructor in the loop and aware of the training progress. Revision flights shall be numberer according to the flight number which needs rehersal but a letter shall be added to the number. E.g. If flight number 8 needs to be rehersed, the first revision flight shall be numbered 8A, possible second revision 8B etc.

- In case a flight has to be aborted for any reason not related to the progress of the student, the instructor may fill up the information of the new flight into the same flight page. Anyhow cause of the abortion has to be stated at the flight page.

Ground training 1 Aeroplane familiarization & flight preparation 2:00
Own flight instructor (FI(A) or FI(A) restricted)

- Aeroplane familiarization 1.1
- Cockpit organizing 1.2
- Aeroplane systems 1.3
- Checklists, drills and aeroplane controls 1.4
- Training of emergency drills and actions 1.5
- Actions during fire on the ground or during the flight 1.6
- Engine-, cabin and electrical fires 1.7
- System malfunctions 1.8
- Evacuation training, use of emergency exits and emergency equipments 1.9
- Flight preparation and actions after flight (booking in and out) 2.1
- Permissions required for a flight and aeroplane acceptance 2.2
- Checking of the aeroplane documents and verifying its airworthiness 2.3
- Required equipments, charts etc. 2.4
- Aeoplane preflight checks 2.5
- Adjustment of seats, belts and controls 2.6

Date:_____

Beginning:_____ **Ending:**_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 1 **Introduction flight** **DUAL** **0:30**
Own flight instructor (FI(A) or FI(A) restricted)

- Start up and engine warm up 3.1
- Run up test and system checks 3.2
- Cooling run, system checks and engine shutdown 3.3
- Parking, airplane covering and securing 3.4
- After flight paper work 3.5

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 2 **Taxiing & Effects of controls** **DUAL** **1:00**
Own flight instructor (FI(A) or FI(A) restricted)

- Checks before taxiing 5.1
- Taxiing, taxi speed control and stopping 5.2
- Correct engine handling and operation 5.3
- Aeroplane control on ground, and turning 5.4
- Turning in tight places 5.5
- Procedures and precautions at parking area 5.6
- Effect of wind, use of controls against the wind 5.7
- Effect of ground surface type on taxiing 5.8
- Free movement of rudder 5.9
- Visual signals and marks 5.10
- Instrument checks 5.11
- ATC-procedures 5.12
- Brake malfunction, control malfunction 5.13

- Primary effects of controls 4.1
- Secondary effects of controls 4.2
- Effects of following factors:
- Airspeed 4.4
- Slipstream 4.5
- Power 4.6
- Trims 4.7
- Flaps 4.8
- Other controls if applicable 4.9
- Usage of following systems: 4.10
- Mixture control 4.11
- Carburettor heating 4.12
- Cabing heating and ventilation 4.13

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

Instructor signature/name:_____/_____

Flight 3 **Straight and level flight** **DUAL** **1:00**
Own flight instructor (FI(A) or FI(A) restricted)

- Acquiring straight and level flight and maintaining it with normal cruise power 6.1
- Flying at maximum permissible airspeeds 6.2
- Introduction to aeroplane stability 6.3
- Pitch control including pitch trim 6.4
- Simultaneous use of controls, use of trims 6.5
- Level flight at different airspeeds (use of power) 6.6
- Changing of airspeed and configuration 6.7
- Use of flight instruments for accurate flying 6.8

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

Instructor signature/name:_____/_____

Flight 4 **Medium level turns** **DUAL** **1:00**

Own flight instructor (FI(A) or FI(A) restricted)

- Initiating a medium level turn and maintaining 9.1
- Levelling of from the turn 9.2
- Most common mistakes (use of pitch- and roll control, simultaneous use of controls) 9.3
- Turns into pre selected headings, use of direction indicator and magnetic compass 9.4
- Use of flight instruments for accurate flying 9.9

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 5 **Climbing- & Descending** **DUAL** **1:00**

Own flight instructor (FI(A) or FI(A) restricted)

- Establishing climb, maintaining best rate of climb, levelling of from climb 7.1
- Levelling of for preselected altitudes 7.2
- Cruise climb 7.3
- Climbing with flaps down 7.4
- Transition to normal climb 7.5
- Climbing with best angle of climb 7.6

- Establishing descent, maintaining and levelling of 8.1
- Levelling of for preselected altitudes 8.2
- Gliding, descending with partial power and cruise power (effect of power and airspeed) 8.3
- Use of side slip (according to aeroplane limitations) 8.4
- Use of flight instruments for accurate flying 8.5

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 6 **Climbing- & descending turns** **DUAL** **1:00**

Own flight instructor (FI(A) or FI(A) restricted)

- Climbing turns 9.5
- Effect of bank angle to climb performance 9.6
- Gliding turns 9.7
- Precision exercises (levelling of for preselected headings/altitudes) 9.8
- Use of flight instruments for accurate flying 9.9

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 7 **Slow flight** **DUAL** **1:00**

Own flight instructor (FI(A) or FI(A) restricted)

- Checks before commencing slow flight 10.1
- Demonstration of slow flight 10.2
- Slowing down airspeed to critically small value 10.3
- Slow flight in different configurations 10.4
- Correct use of full power and flight controls for recovering to normal flight 10.5
- Turning during slow flight 10.6

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 8 **Straight stall and recovery & recovery from unusual attitudes** **DUAL** **1:00**

Own flight instructor (FI(A) or FI(A) restricted)

- Checks before stall exercises 11.1
- Clues and signals of an approaching stall 11.2
- Stall recognition 11.3
- Stalling in clean configuration, recovery without engine power and with engine power 11.4
- Recovery from stall warning in approach- and landing configuration 11.5
- Recoveries from unusual attitudes (nose up, nose down, banked) 11.6

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 9 **Stalling turns and recovery** **DUAL** **1:00**
Own flight instructor (FI(A) or FI(A) restricted)

- Checks before stall exercises 11.1
- Clues and signals of an approaching stall 11.2
- Stall recognition 11.3
- Recovery from stall in turn with different flap settings 11.7
- Demonstration: Recovery from stall with wing drop 11.8
- Effects of wrong use of flight controls during stall 11.9

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 10 **Spin recovery (Optional Item)** **DUAL** **1:00**

Own flight instructor (FI(A) or FI(A) restricted)
Instead of spin recovery this flight can be flown also as a revision flight for any item in need of revision.

- Checks before manoeuvring exercises 12.1
- Recovery from incipient spins 12.2
- Recovery from fully developed spins 13.1
- Taking account of aeroplane limitations 13.2

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 11 **Steep turns** **DUAL** **1:00**

Own flight instructor (FI(A) or FI(A) restricted)

- Steep turns (45° ja 60° bank), in level flight and while descending 18.1
- Accelerated stall and recovery 18.2

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 12 **Traffic circuit** **DUAL** **0:45**

Own flight instructor (FI(A) or FI(A) restricted)

- Checks before take off 14.1
- Headwind take off 14.2
- Safeguarding the nose wheel 14.3
- Sidewind take off 14.4
- Checks & drills during and after take off that are done by memory 14.5
- Procedures in the traffic circuit at downwind and base leg 14.6
- Powered approach and landing 15.1
- Safeguarding the nosewheel in landing 15.2
- Effect of wind in the approach, approach speeds and use of flaps 15.3
- Sidewind approach and landing 15.4

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

Instructor signature/name:_____/_____

Flight 13 **Traffic circuit** **DUAL** **0:45**

Own flight instructor (FI(A) or FI(A) restricted)

- Checks before take off 14.1
- Headwind take off 14.2
- Safeguarding the nose wheel 14.3
- Sidewind take off 14.4
- Checks & drills during and after take off that are done by memory 14.5
- Procedures in the traffic circuit at downwind and base leg 14.6
- Powered approach and landing 15.1
- Safeguarding the nosewheel in landing 15.2
- Effect of wind in the approach, approach speeds and use of flaps 15.3
- Sidewind approach and landing 15.4
- Flapless landing 15.5
- Demonstration: missed approach & go around 15.6
- Noise abatement procedures 15.7

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 14 **Traffic circuit** **DUAL** **0:45**

Own flight instructor (FI(A) or FI(A) restricted)

- Checks before take off 14.1
- Headwind take off 14.2
- Safeguarding the nose wheel 14.3
- Sidewind take off 14.4
- Checks & drills during and after take off that are done by memory 14.5
- Procedures in the traffic circuit at downwind and base leg 14.6
- Powered approach and landing 15.1
- Safeguarding the nosewheel in landing 15.2
- Effect of wind in the approach, approach speeds and use of flaps 15.3
- Sidewind approach and landing 15.4
- Flapless landing 15.5
- Missed approach & go around 15.6
- Demonstration: Simulated engine failure after take off (shall be done after low approach) 14.9
- Demonstration: Rejected take off 14.8
- Noise abatement procedures 15.7

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 15 **Spot landings** **DUAL** **1:00**

Own flight instructor (FI(A) or FI(A) restricted)

- Gliding distance 16.1
- Effect of wind on the gliding distance 16.2
- Use of flaps 16.3
- Use of side slip (aeroplane restrictions concerned) 16.4
- Emphasis on monitoring other traffic 16.5

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 16 **Traffic circuit** **DUAL** **0:45**

Own flight instructor (FI(A) or FI(A) restricted)

- Checks before take off 14.1
- Headwind take off 14.2
- Safeguarding the nose wheel 14.3
- Sidewind take off 14.4
- Checks & drills during and after take off that are done by memory 14.5
- Procedures in the traffic circuit at downwind and base leg 14.6
- Powered approach and landing 15.1
- Safeguarding the nosewheel in landing 15.2
- Effect of wind in the approach, approach speeds and use of flaps 15.3
- Sidewind approach and landing 15.4
- Flapless landing 15.5
- Missed approach & go around 15.6
- Simulated engine failure after take off (shall be done after low approach) 14.9
- Rejected take off 14.8
- Noise abatement procedures 15.7

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

Instructor signature/name:_____/_____

Flight 17 **Forced landings without power** **DUAL** **1:00**
Own flight instructor (FI(A) or FI(A) restricted)

- Procedures for commencing a forced landing 19.1
- Choosing the spot 19.2
- Gliding distance 19.3
- Planning of the pattern 19.4
- Key positions 19.5
- Cooling of the engine during exercise 19.6
- Checks and emergency drills during an engine failure situation 19.7
- Use of radio 19.8
- Base leg 19.9
- Final 19.10
- Landing 19.11
- Actions after a forced landing 19.12

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 18 **Progress check flight 1 – VTL 1** **DUAL** **1:30**
Other than own flight instructor, FI(A)

- VTL 1 Program
- Acceptance for first solo flight
- See VTL1 form
- After a successfull VTL1, teacher shall mark to the students logbook ”VTL1 passed”

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 19 **Presolo traffic circuit** **DUAL** **0:30**

Own flight instructor (FI(A) or FI(A) restricted)

- First solo flight should be flown immediately after this flight, in case student demonstrates safe and independent operation.
- At least three landings and one low approach
- Scheduling of the first solo flight 17.1
- Observing of students mental and physical condition for first solo 17.2

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 20 **First solo flight** **PIC** **0:45**

Supervisor: Own flight instructor (FI(A) or FI(A) restricted)

- Five touch and go landings 15.8
- NO intentional low approaches
- NO flapless landing

- Before this flight student shall have passed all school examinations of the following subjects:
  - 010 Air law
  - 020 Aircraft General Knowledge
  - 030 Flight planning and Performance
  - 080 Principles of flight
  - 090 VHF Communications
  - Aircraft Type Theory
  - Company SOP/TKK exam

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

JAR PPL (A) Basic training **Flight time summary**

This table is to be kept up to date afer each flight. Mark only the individual times for each flight – no cumulative marking!! Total times are calculated at the bottom of this table.

Total = Total flight time +/- = Deviation of the planned total flight time for the flight.
Dual = School flight time PIC = Solo flight time
IR = All instrument training including basic instrument training.
C/C = Cross country flying NF = Night flying SIM = Synthetic training LDG's = Landings

Flight	Total	+/-	DUAL	PIC	IR	C/C	Night	SIM	Ldg's
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
Rev.									
Rev.									
Rev.									
Rev.									
Rev.									
Rev.									
Total									
Ideal	**18:15**		**17:30**	**00:45**	**00:00**	**00:00**	**00:00**	**00:00**	
Dev.									

Student assessment JAR PPL (A) Basic training

Before continuing the training to consolidation training, the students own flight instructor shall assess in written the skills and progress of the student. This assessment shall be written in english and after completing, given immediately to the chief flight instructor.

Training has been completed according to this training program, and flight times in students logbook and training program summary have been checked.

Flight Instructor Chief flight instructor

Flight 21 **Traffic circuit** **PIC** **0:45**

Supervisor: Own flight instructor (FI(A) or FI(A) restricted)

- Into wind take off 14.2
- Cross wind take off (instructor has to assess the maximum sidewind component) 14.4
- Powered approach 15.1
- Touch and go landing 15.8
- Missed approach 15.6
- Flapless landing 15.5

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

Instructor signature/name:_____/_____

Flight 22 **Traffic circuit** **PIC** **0:45**

Supervisor: Own flight instructor (FI(A) or FI(A) restricted)

- Into wind take off 14.2
- Cross wind take off (instructor has to assess the maximum sidewind component) 14.4
- Powered approach 15.1
- Touch and go landing 15.8
- Missed approach 15.6
- Flapless landing 15.5

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

Instructor signature/name:_____/_____

Flight 23 **First solo flight away from the aerodrome vicinity** **PIC** **0:45**
Supervisor: FI(A) or FI(A) restricted

- Into wind take off 14.2
- Cross wind take off 14.4
- Departure procedures 21.9
- Arrival procedures 21.11
- Powered approach 15.1
- Sidewind approach and landing 15.4

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 24 **Medium- & steep turns** **PIC** **1:00**
Supervisor: FI(A) or FI(A) restricted

- Into wind take off 14.2
- Cross wind take off 14.4
- Departure procedures 21.9
- Medium level turns 9.1 9.2 9.3 9.4
- Steep turns (max. Bank 45 degrees) 18.1
- Arrival procedures 21.11
- Powered approach 15.1
- Sidewind approach and landing 15.4

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

Instructor signature/name:_____/_____

Flight 25 **Slow flight** **PIC** **1:00**

Supervisor: FI(A) or FI(A) restricted

- Into wind take off 14.2
- Cross wind take off 14.4
- Departure procedures 21.9
- Slow flight at different configurations (instructor shall decide minimum speeds for the student) 10.4
- Arrival procedures 21.11
- Powered approach 15.1
- Sidewind approach and landing 15.4

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 26 **Visual Navigation** **DUAL** **1:30**
FI(A) or FI(A) restricted

Aim of this flight is to introduce the student for basic visual navigation and cross country flight planning. No visiting to other airfields.
e.g. Route: EFHF-DEGER-SIPOO-MÄNTSÄLÄ-ORIMATTILA-LOVIISA-DEGER-EFHF.

- Flight planning 21.1
- Weather, maps & charts, route selection 21.2
- D-, P- and R-areas, minimum safe altitudes 21.3
- Route calculations (fuel, times, distances, directions) 21.4
- AIS informations 21.5
- Radio frequencies to be used 21.6
- Alternate plans 21.7
- ATS-flightplan 21.8

- Departure procedures 21.9
- Procedures during cruise flight 21.10
- Arrival procedures 21.11
- Closing flightplan 21.12

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

Instructor signature/name:_____/_____

Flight 27 **Visual & Radio Navigation** **DUAL** **2:00**
FI(A) or FI(A) restricted

First flight to another controlled aerodrome with touch and go at an uncontrolled aerodrome, e.g. EFHF-EFIK-EFTU-EFHF

- Flight planning and preparation 21.1
- Departure procedures 21.9
- Visual navigation 21.13
- Applying the 1 in 60 rule 21.14
- Use of radio navigation equipments 23.1
- Joining and leaving the circuit at an uncontrolled aerodrome 21.15
- Arrival procedures 21.11

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 28 **Low level navigation** **DUAL** **2:00**
FI(A) or FI(A) restricted

Aim of the flight is to give student the basic abilities to navigate at lower altitudes in reduced visibility and to be able to perform a safe precautionary forced landing. Also short field take off and landing is included.
e.g. Route: EFHF-EFLA-(short field training and precautionary forced landing at EFLA)-EFHF.

- Flight planning and preparation 21.1
- Selection and planning of the route 22.1
- Departure procedures 21.9
- Visual navigation 21.13
- Precautionary forced landing 20.1
- Short field take off and landing 14.7
- Example situations when a precautionary forced landing should be made 20.2
- Use of radio navigation equipments 23.1
- Arrival procedures 21.11

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

Instructor signature/name:_____/_____

Flight 29 **Radio navigation across international borders** **DUAL** **3:00**
FI(A) or FI(A) restricted

Aim of the flight is to give student ability to perform an international flight.
If student performance is not sufficient or considered otherwise necessary, this flight can be replaced with a domestic radio navigation flight to a new aerodrome.
e.g. Destinations depending on the aircraft type: EEPU, EETN, ESSB, EEKE etc.

- Flight planning and preparation 21.1
- Possible extra permits/acceptances for a flight crossing an international border 21.16
- Departure procedures 21.9
- Visual navigation 21.13
- Radio navigation 23.1
- Arrival procedures 21.11

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 30 **Progress check flight 2 – VTL 2** **DUAL** **2:00**
Instructor who has not flown cross country school flights with the student: FI(A)

- VTL 2 program
- Acceptance for first solo cross country flight
- See VTL 2 form

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 31 **FNPT I or II, Basic instrument training** **DUAL, IR, SIM** **1:00**

FI(A) or FI(A) restricted
This flight can be flown with an aircraft.

- Introduction to the simulator
  - Safety procedures, main operating switches and emergency equipments
  - Controls, switches and general cockpit layout

- Take off and climb to a predetermined altitude
  - Transition to instrument flying after lift off

- Maintaining level flight
- Level rate 1 turns to preselected headings
- Precision exercises
  - Accuracy exercises as decided by the instructor

- Approach and landing with instructors vectors
  - Transition back to visual flying on final approach

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____ **Possible synthetic device certificate number:**_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 32 **FNPT I or II, Basic instrument training** **DUAL, IR, SIM** **1:00**
FI(A) or FI(A) restricted
This flight can be flown with an aircraft.

- Take off and climb to a predetermined altitude
  - Transition to instrument flying after lift off

- Maintaining level flight (some turbulence may be added)
- Rate 1 turns into preselected headings with timing
- Medium level turns into preselected headings
- Using VOR and ADF to navigation 23.1
- Precision exercises
  - Accuracy exercises as decided by the instructor

- Approach and landing with instructors vectors
  - Transition back to visual flying on final approach

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____ **Possible synthetic device certificate number:**_____

Comments:_____
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Instructor signature/name:_____/_____

Flight 33 **FNPT I or II, Basic instrument training** **DUAL, IR, SIM** **1:00**
FI(A) or FI(A) restricted
This flight can be flown with an aircraft.

- Take off and climb to a predetermined altitude
  - Transition to instrument flying after lift off

- Maintaining level flight (minor instrument failures may be introduced)
  - Failure of vertical speed indicator, attitude indicator or turn indicator/coordinator

- Flying a preplanned navigation calculations e.g. Hannunvaakuna, or flying a planned route with DR-navigation
  - Pattern or route given by the instructor, but calculations made by the student

- Using VOR and ADF to navigation 23.1
- Precision exercises
  - Accuracy exercises as decided by the instructor

- Introduction to an instrument approach (ILS, VOR, NDB, SRA, PAR etc.)
  - Flying of an instrument approach assisted by the instructor as needed

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____ **Possible synthetic device certificate number:**_____

Comments:_____

Flight 34 **FNPT I or II, Basic instrument training** **DUAL, IR, SIM** **1:00**
FI(A) or FI(A) restricted
This flight can be flown with an aircraft.

- Take off and climb to preselected altitude
    - Transition to instrument flying after lift off

- Climbing and descending at defined airspeeds and vertical speeds 7.1 – 7.6, 8.1 – 8.5
- Concentration on accurate aircraft control
- Using VOR, DME, ADF and GPS to navigation 23.1
- Precision exercises
    - Accuracy exercises as decided by the instructor

- Approach and landing with ILS

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____ **Possible synthetic device certificate number:**_____

Comments:_____

Flight 35 **FNPT I or II, Basic instrument training** **DUAL, IR, SIM** **1:00**
FI(A) or FI(A) restricted
This flight can be flown with an aircraft.

- Take off and climb to preselected altitude
  - Transition to instrument flying after lift off

- Climbing and descending turns at defined airspeeds, vertical speeds and rate 1 turn timing 9.5 – 9.9

- Concentration on accurate aircraft control
- Using VOR, DME, ADF and GPS to navigation 23.1
- Precision exercises
  - Accuracy exercises as decided by the instructor

- Approach and landing with ILS, or VOR

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____ **Possible synthetic device certificate number:**_____

Comments:_____
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Instructor signature/name:_____/_____

Flight 36 **Basic instrument flight** **DUAL, IR 1:00**
FI(A) or FI(A) restricted

Student may log instrument time when he/she is flying the aircraft only with instruments. Approximately 40 minutes during this flight.

- Maintaining aircraft control only with instruments 24.1
- Turning, climbing and descending 24.2
- Precision exercises 24.3

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 37 **First solo cross country flight** **PIC** **1:15**
Supervisor: FI(A) or FI(A) restricted

This is students first solo cross country flight. Only navigation training. No visit to other aerodromes than the one of departure.

Basic instrument training (flights 31-36) shall be completed before this flight.

- Into wind take off 14.2
- Cross wind take off 14.4
- Departure procedures 21.9
- Enroute procedures 21.10
- Arrival procedures 21.11
- Powered approach 15.1
- Sidewind approach and landing 15.4

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

Instructor signature/name:_____/_____

Flight 38 **Visual & radio navigation training** **PIC** **1:30**
Supervisor: FI(A) or FI(A) restricted

- Into wind take off 14.2
- Cross wind take off 14.4
- Departure procedures 21.9
- Enroute procedures 21.10
- Use of radio navigation aids for navigation 23.1
- Arrival procedures 21.11
- Powered approach 15.1
- Sidewind approach and landing 15.4

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 39 **PPL cross country requirement** **PIC** **2:30**
Supervisor: FI(A) or FI(A) restricted

During this flight student shall fly a total route of at least 150 nm long, during which a full stop landing shall be done to at least two different aerodromes than the one of departure. Supervisor of this flight shall make the requirements of this flight very clear to the student.

- Into wind take off 14.2
- Cross wind take off 14.4
- Departure procedures 21.9
- Enroute procedures 21.10
- Use of radio navigation aids for navigation 23.1
- Arrival procedures 21.11
- Powered approach 15.1
- Sidewind approach and landing 15.4

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Instructor signature/name:_____/_____

Flight 40 **PPL skill test** **DUAL** **1:30**

Flight examiner FE(A) appointed by the FCAA

- PPL skill test program

Date:_____ **Place of DEP:**_____ **Place of ARR:**_____ **Reg:**_____

Off block:_____ **Takeoff:**_____ **Landing:**_____ **On block:**_____

Landings:_____ **Instrument time:**_____ **Block time:**_____

Airborne time:_____

Comments:_____

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Examiners signature/name:_____/_____

JAR PPL (A) Consolidation training **Flight time summary**

This table is to be kept up to date afer each flight. Mark only the individual times for each flight – no cumulative marking!! Total times are calculated at the bottom of this table.

Total = Total flight time +/- = Deviation of the planned total flight time for the flight.
Dual = School flight time PIC = Solo flight time
IR = All instrument training including basic instrument training.
C/C = Cross country flying NF = Night flying SIM = Synthetic training LDG's = Landings

Flight	Total	+/-	DUAL	PIC	IR	C/C	Night	SIM	Ldg's
21									
22									
23									
24									
25									
26									
27									
28									
29									
30									
31									
32									
33									
34									
35									
36									
37									
38									
39									
40									
Rev.									
Rev.									
Rev.									
Rev.									
Rev.									
Rev.									
Total									
Ideal	**27h 30'**		**18h 00'**	**9h 30'**	**6h 00'**	**15h 45'**	**0h 00'**	**5h 00'**	
Part 1 +									
Ideal	**45h 45'**		**35h 30'**	**10h 15'**	**6h 00'**	**15h 45'**	**0h 00'**	**5h 00'**	

Dev.									

Total PIC Cross Country Time (Minimum 5h 00min):	FLIGHT 39 – PPL Cross Country Requirement: Route, Total route length and date of accomplishment:

Student assessment JAR PPL (A) Consolidation training

The instructor who flies the last school flight with the student shall assess in written the skills and progress of the student. This assessment shall be written in english and after completing, given immediately to the chief flight instructor. This assessment is totally independent of the skill test.

Training has been completed according to this training program, and flight times in students logbook and training program summary have been checked.

Flight Instructor Chief flight instructor