

ISSUE 1

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How to become an airline pilot

BY FEMALE PILOT HUB

REQUIREMENTS

Entry requirements to most flight schools in Europe

SELECTION PROCESS

Information about the assessments to give you an idea of what to expect.

ATPL & MPL LICENCE

What are the differences between those two?

Hello (future) female pilot!

Globally only 4,000 of the 130,000 airline pilots are women, according to the International Society of Women Airline Pilots. Why?

Maybe because girls still think it's a man's world. Or they think they need to be extremely technical. Or that it's just 'not for them'. But it is! It's a fantastic job with the best views an office can have.

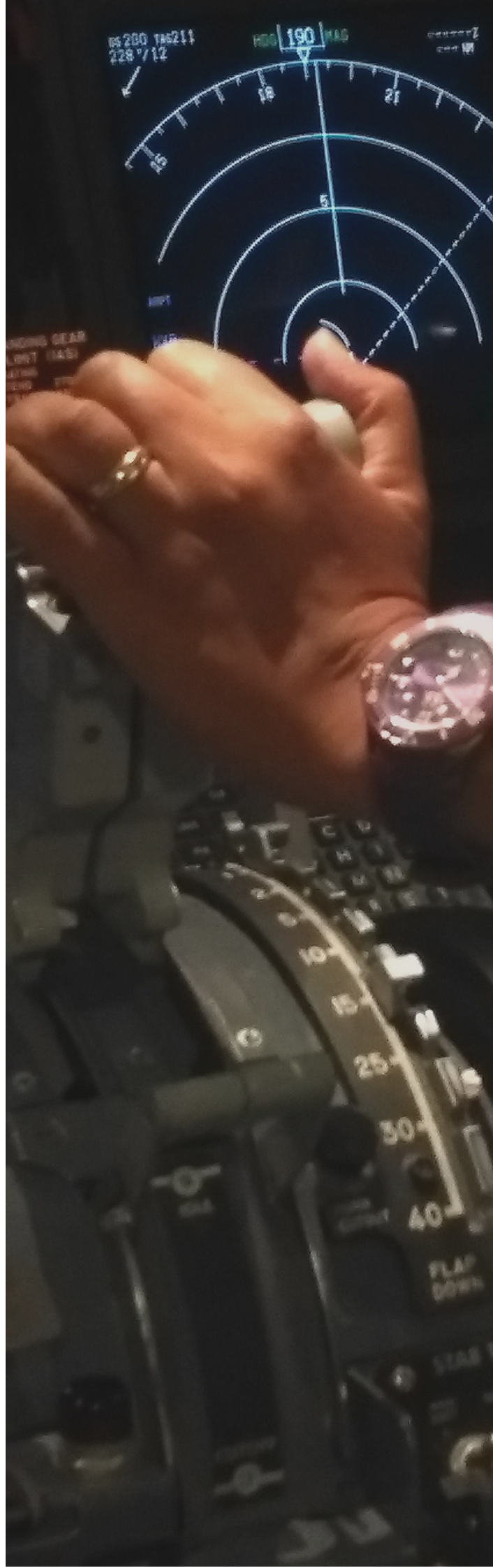
In this ebook I will sum up a few key things in becoming an airline pilot. It will answer some questions you might have and guide you in the right direction.

At the Female Pilot Hub website (<https://femalepilothub.com>) you can get informed and inspired by the blogs, shop female pilot items or even come and fly the Boeing 737 simulator.

But the most important thing I have to say to you: Go chase your dream, it will be worth it!

Kassandra

Female Pilot Hub creator



EASA integrated ATPL & MPL entry requirements

- You must be 18 years old to apply for a commercial licence, so most flight schools have that as a minimum age requirement (or almost 18)
- Have completed secondary education with a pass on Mathematics, Physics & English.
- Be capable of holding a Class 1 Medical Certificate. All pilots are required to have this certificate throughout their entire flying careers. A typical medical examination includes:

Review of your medical history
Hearing and vision tests
Lung function, ECG and EEG
Blood and urine analysis
General physical examination

- Successfully complete and pass the selection process for a flight school. These could include:

Technical Assessment
Non-technical Assessment
Group Exercise
Simulator Assessment
Interview

- Investing in a career as a professional airline pilot is a big decision. Pilot training is a significant investment in most cases. Total cost of training varies by programme type and flight school, but you should be prepared to pay around €60000-120000. You can borrow the money from certain banks and some schools are able to help with this. Or you have parents that can help you with financing your training and/or use your own savings.

Differences ATPL & MPL licence

IN SHORT:

Holders of an (frozen) ATPL get more actual flying hours and are able to fly single pilot aircraft, commercially or just for fun. Holders of an MPL are only allowed to fly multi-pilot aeroplanes, training will mostly be done in the simulator and from the beginning very airline oriented.

They both lead to the same outcome if you want to be an airline pilot, but the path to getting there is different.

AIRLINE TRANSPORT PILOT LICENCE — ATPL

The privileges of the holder of an ATPL are, within the appropriate aircraft category, to:

- Exercise all the privileges of the holder of an LAPL, a PPL and a CPL.
- Act as PIC of aircraft engaged in commercial air transport.

Course. Applicants for an ATPL shall have completed a training course at an ATO. The course shall be either an integrated training course or a modular course, in accordance with Appendix 3 to this Part.



Examination. Applicants for an ATPL shall demonstrate a level of knowledge appropriate to the privileges granted in the following subjects:

- Air Law,
- Aircraft General Knowledge
- Airframe/Systems/Power plant,
- Aircraft General Knowledge
- Instrumentation,
- Mass and Balance,
- Performance,
- Flight Planning and Monitoring,
- Human Performance,
- Meteorology,
- General Navigation,
- Radio Navigation,
- Operational Procedures,
- Principles of Flight,
- VFR Communications,
- IFR Communications.

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MULTI-CREW PILOT LICENCE – MPL

The privileges of the holder of an MPL are to act as co-pilot in an aeroplane required to be operated with a co-pilot. (You will be eligible to promote to captain if you meet the airline's requirements)

The holder of an MPL may obtain the extra privileges of a PPL(A) or a CPL(A), provided that specific requirements are met.

The holder of an MPL shall have the privileges of his/her IR(A) limited to aeroplanes required to be operated with a co-pilot.

The privileges of the IR(A) may be extended to single-pilot operations in aeroplanes, provided that the licence holder has completed the training necessary to act as PIC in single-pilot operations exercised solely by reference to instruments and passed the skill test of the IR(A) as a single-pilot.

Course. An applicant for an MPL shall have completed a training course of theoretical knowledge and flight instruction at an ATO.

Theoretical knowledge and flight instruction for the issue of an MPL shall include upset prevention and recovery training.



Examination. An applicant for an MPL shall have demonstrated a level of knowledge appropriate to the holder of an ATPL(A) and of a multi-pilot type rating.

An applicant for an MPL shall have demonstrated through continuous assessment the skills required for fulfilling all the competency units as pilot flying and pilot not flying, in a multi-engine turbine-powered multi-pilot aeroplane, under VFR and IFR.

On completion of the training course, the applicant shall pass a skill test to demonstrate the ability to perform the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

The skill test shall be taken in the type of aeroplane used on the advanced phase of the MPL integrated training course or in an FFS representing the same type.

The Selection Process

The selection process is different for each school and type of training you chose to follow. Most will include various combinations of the assessments posted below:

Technical Assessment:

- Hand/eye coordination
- Psychomotor tracking
- Mechanical reasoning
- Spatial orientation/awareness
- Numeracy skills
- Capacity

Non-technical Assessment:

- Communication
- Team work
- Leadership
- Situation awareness
- Decision-making and problem solving

Group Exercise:

- Team interaction and participation
- Ability to speak up and voice your own opinion in front of the group
- Leadership skills without being overbearing
- Ability to follow orders
- Friendliness and respect towards your work colleagues
- Your overall personality

Interview:

- Motivation
- Sense of responsibility
- Cooperation (interpersonal/team skills)
- Leadership and managerial skill (potential)
- High standards
- Flexibility
- Resilience
- Communication skills
- Business/customer focus

HOW TO BECOME AN AIRLINE PILOT

Simulator Assessment:

Spatial/situational awareness
Take off, climb & level off
General handling
Approach & landing

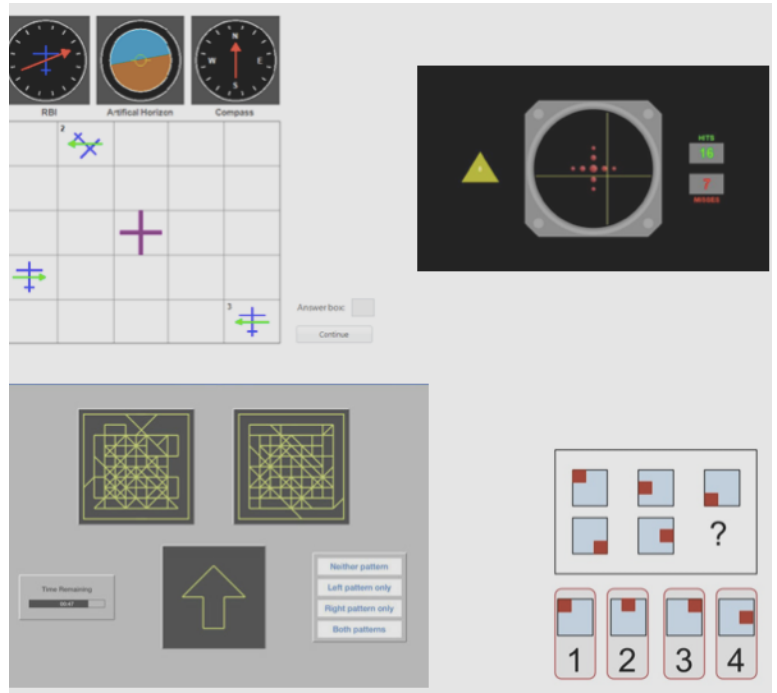
Many schools use **computerized** tests to do the assessments.

PILAPT, ADAPT and COMPASS are highly popular methods of assessment of both ab-initio and experienced pilot candidates.

PILAPT:

Introduced to the aviation industry in 1997 by People Technologies Ltd, PILAPT® is a computerized pilot aptitude test that serves to assess pilot candidates for a multitude of roles in the commercial and military aviation sectors. The PILAPT® test battery may be comprised of up to 8 individual tests, described in detail below:

- Deviation Indicator: a compensatory tracking task in two dimensions, requiring the use of a joystick.
- Concentration: a tracking task looking at hand/eye co-ordination.
- Hands: auditory and spatial test of components within working memory.
- Patterns: ability to recognize and interpret critical information masked by other information (or background noise) under time pressure.
- Trax: measures pursuit tracking which can be defined as the ability to accurately track a moving object in three-dimensional space. (Also known as 'Flying through Boxes')
- Sequences: ability to correctly follow a rule or set of rules and ability to compare letters, numbers, objects, pictures, quickly and accurately.
- Views: ability to imagine how something will look when it is moved around or its parts are moved or rearranged.
- Capacity: a flying or psychomotor (primary) task to be executed alongside a visual recognition task and a sequential auditory task.
- Mathematics: a test of basic applied mathematical understanding and speed.



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COMPASS:

Produced by EPST (European Pilot Selection & Training), COMPASS consists of six tests which have been developed to test the key aptitude areas for the pilot profession. Over 17,000 candidates worldwide have participated in a COMPASS (Computerized Pilot Aptitude Screening System) since its inception in the 1990s. The COMPASS test battery may be comprised of up to 9 individual tests, described in detail below:

- Control: a compensation task looking at basic hand/foot/eye co-ordination.
- Slalom: a tracking task looking at hand/eye co-ordination.
- Mathematics: a test of basic applied mathematical understanding and speed.
- Memory: accuracy of short-term memory recall and ability to 'chunk' information.
- Task Manager: a test of the candidate's ability to scan the screen and manage two concurrent tasks accurately and quickly.
- Orientation: instrument interpretation, comprehension and spatial orientation.
- Tech-Test: technical comprehension test (physics test).
- Aviation-English: test English language ability, including recognizing ATC sound messages.
- Verbal Reasoning: the ability of the candidate to understand, analyze and logically interpret written information.

*PILAPT & COMPASS information

via <https://pilotaptitudetest.com>

Prepare yourself for the selection process

Yes, you can prepare yourself for the selection process. Some things will need to be in your personality and skills already, but making practise tests and rehearsing HR questions will certainly help and it will give you more confidence. Invest in a good preparation and achieve your dream career.

You go girl!