Advanced Aviation INC
FLIGHT TRAINING

Private Pilot
Information Packet

October 2023 v1.2

Thank you for considering Advanced Aviation for your flight training. Enclosed you will find some information about our program and some resources for your journey.

PPL Requirements

Pre-solo Training Requirements per 14 CFR § 61.87(d)

1. Proper flight preparation, procedures, including preflight planning and preparation, powerplant operation, and aircraft systems.
2. Taxiing or surface operations, including runups
3. Takeoffs and landings, including normal and crosswind
4. Straight and level flight and turns in both directions
5. Climbs and climbing turns
6. Airport traffic patterns, including entry and departure procedures
7. Collision avoidance, windshear avoidance, and wake turbulence avoidance
8. Descents with and without turns, using high and low drag configurations
9. Flights at various airspeeds from cruise to slow flight
10. Stall entries from various flight attitudes and power combinations with recovery indicated at the first indication of a stall, and recovery from a full stall
11. Emergency procedures and equipment malfunctions
12. Ground reference maneuvers
13. Approaches to a landing with simulated engine malfunctions
14. Slips to a landing
15. Go-arounds

Pre-solo Aeronautical Knowledge per 14 CFR § 61.87(b)

- Applicable sections of part 61 and 91 of this chapter as pertaining to the above
- Airspace rules and procedures for the airport
- Flight characteristics and operational limitations for the make and model of aircraft to be flown

Post Solo:

- Introduction to short/soft field takeoffs and landings
- Cross country flight planning
- Cross country flights; dual instruction and solo
- Night flight operation and dual cross country

- Practical exam preparation

Aeronautical Experience to be Eligible for a Practical Exam ("checkride") per 14 CFR § 61.109(a)

- 40 hours total time
- 20 hours dual instruction
- 10 hours solo
    - 5 hours solo cross-country
    - One "long" cross country of 150 nautical miles total distance with full stop landings at three points and one segment consisting of a straight line distance of 50 nm between takeoff and landing.
- 3 hours dual cross country training
- 3 hours of night training that includes:
    - One cross-country flight over 100 nm total distance
    - 10 takeoffs and 10 landings to a full stop with each involving a flight in the traffic pattern
- 3 hours of flight training in a single-engine airplane on the control and maneuvering solely by reference to instruments including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight
- 3 hours of flight training with a CFI in a single engine airplane in preparation for the practical test performed within the preceding 2 calendar months.
- 3 takeoffs and landings to a full stop involving flight in a traffic pattern at an airport with a control tower.

Private Pilot Airman Certification Standards for Flight Performance:

- Airspeed: +/- 10kts/mph (cruise); +10/-5 kts/mph (takeoff and landing)
- Altitude: +/- 200 feet (cruise); +/- 100 feet (maneuvers)
- Heading: +/- 20° (cruise); +/- 10°(maneuvers)

Private Pilot Aeronautical Knowledge Areas per 14 CFR § 61.105(b)

1. Applicable Federal Aviation Regulations of this chapter related to private pilot privileges, limitations, and flight operations
2. Accident reporting requirements of the NTSB per 49 CFR § 830
3. Use of the applicable portions of the "Aeronautical Information Manual" and FAA advisory circulars
4. Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems
5. Radio communication procedures
6. Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts
7. Safe and efficient operation of aircraft, including collision avoidance, recognition and avoidance of wake turbulence
8. Effects of density altitude on takeoff and climb performance
9. Weight and balance computations
10. Principles of aerodynamics, powerplants, and aircraft systems
11. Stall awareness, spin entry, spins, spin recover techniques
12. Aeronautical decision making and judgement
13. Preflight actions that include:
    a. How to obtain information of runway lengths of airports of intended use, data on takeoff and landing distance, weather reports and forecasts, and fuel requirements
    b. How to plan for alternatives if the planned flight cannot be completed or delays are encountered.

Student Responsibilities:

Instructors are capable of providing instruction in all of the areas listed above, but to minimize costs, our instructional services are primarily used as a supplement to at-home study courses. It's our responsibility to keep you safe in the aircraft and to point you in the direction of pertinent study material. It's your responsibility to try to digest that material. Any and all of the instructors are always available if you have questions.

Training Costs

We offer both pay as you go options and block rates. A block rate is 10 hours of time, prepaid. It counts towards both instructor time and flight time. At this time, we do not offer financial aid, but we can provide some information for financial information as needed.

Our currents rates as of October 2023:

Advanced Aviation
FLIGHT TRAINING

2023 RATES

PLANE:	RATE:	BLOCK RATE*:
ARROW:	$172/HR	
CHEROKEE 140:	$165/HR	$156/HR
CESSNA 172:	$180/HR	$172/HR
SENECA:	$410/HR	

*BLOCK RATE IS 10 HOURS, PAID IN ADVANCE

INSTRUCTOR RATE (FLIGHT & GROUND): $70/PH

Please note: Rates are subject to change without notice.

*Please note, rates are subject to change without notice

Below are some sample costs using a 172. Please note, while the minimum number of hours required is 40, most individuals complete their PPL in 50-65 hours.

Sample Costs for FAA Minimum Requirements

40 Flight Hours	$180/hr	$7,200
20 Instruction	$70/hr	$1,400
Approximate Total:		$8,600

Sample Costs for 50 Hours of Training

50 Flight Hours	$180/hr	$9,000
25 Instruction	$70/hr	$1,750
Approximate Total:		$10,750

Sample Costs for 65 Hours of Training

65 Flight Hours	$180/hr	$11,700
35 Instruction	$70/hr	$2,450
Approximate Total:		$14,150

In addition to flight training and instruction hours, there are other costs, both annual and one time, to consider. Below is a sample of some of those additional costs. This list is in no way complete and is an estimate of costs.

Additional Costs:		
Headset:	$100-$1100	
Foreflight**:	$120-$360	Annually
Online Ground School:	$125-$350	
FAA Written:	$175	
Oral/Practical Exam:	$850-$1000	
Rental Insurance*:	$500+	Annually

*Cost is variable depending on provider

** Plus device that will run Foreflight – either a cell phone or an iPad

Some of the additional costs are technically optional – we do strongly recommend you purchase your own headset, but we do have sets available for rent. Foreflight is also optional, but it is a very handy tool for flight planning and for a variety of in flight uses (such as traffic).

Online Ground School

While our instructors are more than happy to spend time talking about airplanes, it's more cost effective for you to complete your ground school time independently. We've found it's more effective for your progress if you are spending time flying while working through the ground school material at the same time, as opposed to finishing your ground studies before flying. It helps make more sense of some of the information, and means the information is still fresh as you begin to study for your written and oral exams.

There are a lot of options for online ground school. Below is a partial list, in no particular order. While all programs ultimately teach the same information, each program offers slight differences in how the material is presented, so there is an option for every learning style. Many offer free trials, so you can try several before committing to one to see which works best. Most offer lifetime access to the material, and we've noted if access is more limited. We would be more than happy to answer any additional questions you may have on any of the programs listed.

Sporty's - $299
Kings - $299
Gleim - $125 (12 month access only)
Pilot Institute - $279
Jeppesen - $239 (12 month access only)
ASA - $180
Gold Seal - $229
Fly8MA - $349
Part Time Pilot - $199
Angle of Attack - $279
Rod Machado - $279
*Prices valid as of July 2023

Most online ground school programs will endorse you for your written test once you have completed your studies and received satisfactory grades on your practice tests. This is something you can discuss further with your instructor as you get closer to taking your written.

Pilot Resources

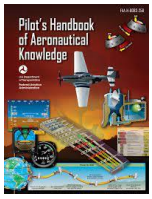
FAA Publications:

Available free on FAA website. Physical copies available from Advanced Aviation or a variety of online retailers.

-FAR/AIM

-Airplane Flying Handbook

-Pilot's Handbook of Aeronautical Knowledge



-Aviation Weather Handbook

-ACS (Airman Certification Standards)

-Advisory Circulars (AC)

Your Training Aircraft

For our private pilot students, we offer 2 types of aircraft – the Cessna 172 and the Piper Cherokee 140. All of our aircraft are outfitted with GPS and most have upgraded avionics.

We currently have 3 Cessna 172s – Foxtrot, Hotel and India models. The Cessna 172 has a high wing profile, which allows for greater ground visibility.

8252L (H Model) – Garmin 430, 1 G5, modified to 180hp
7835U (F Model) – Garmin 650, 2 G5
8371L(I Model) - Garmin 400, modified to 160hp

In addition to our Cessnas, we have 2 Piper Cherokee 140s on our flight line. Unlike the 172, the Cherokee has a low wing profile, which allows for greater stability making the Cherokee another great training aircraft.

6412W – Garmin 430, 2 G5s,
6021W – 6 pack steam gauges, Garmin 375

If you decide to stay with Advanced Aviation for additional training, we also offer a Piper Arrow, a complex aircraft and a Piper Seneca, a multi-engine aircraft.

Your Training Area

You will be flying out of the Gwinnett County Airport in Lawrenceville, GA. We are located in Class D airspace, to the Northeast of Hartsfield-Jackson Airport. The airport is in operation daily, with Tower in operation from 7am to 9pm. There are 2 other flight schools located on the airport, as well as several part 135 operations such as Quest Diagnostics. There is a wide variety of aircraft that utilize this airport.

Advanced Aviation is located on the South side of LZU.

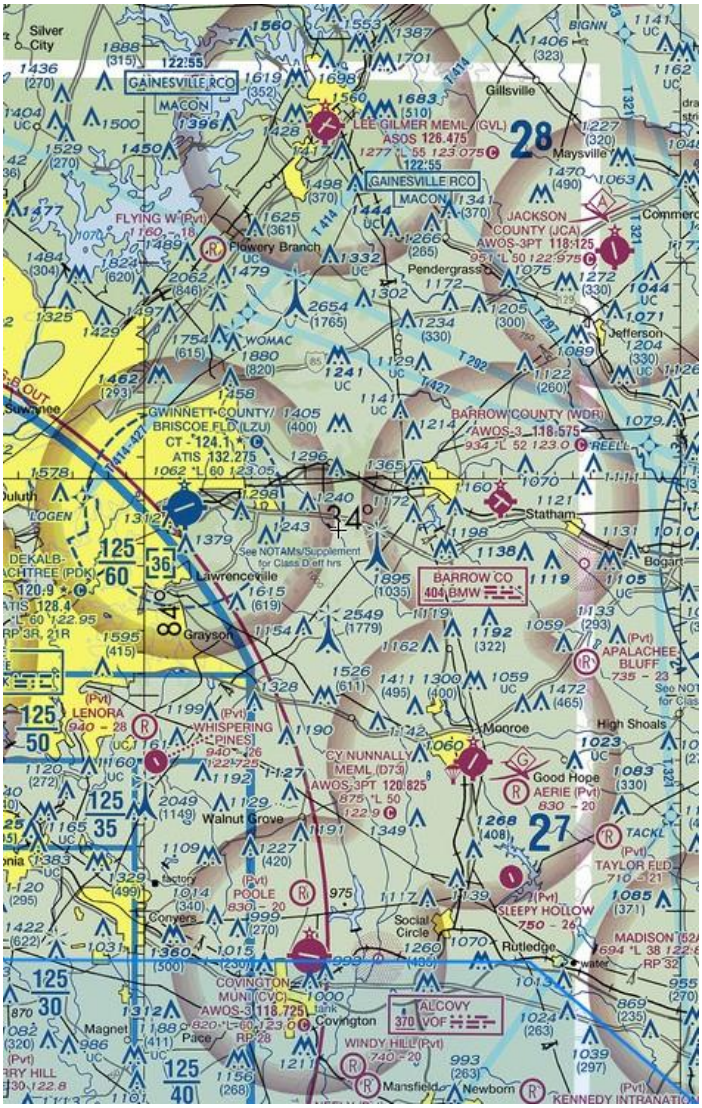
All information about an airport is available in the regional Chart Supplement put out by the FAA every ~56 days. Information on LZU and surrounding airports can be found in the Southeast (SE) supplement.

LAWRENCEVILLE

GWINNETT CO/BRISCOE FLD (LZU)(KLZU) 2 NE UTC-5(4DT) N33°58.69′ W83°57.74′ ATLANTA
1062 B TPA—See Remarks NOTAM FILE LZU H–9B, 12G, L–18J, A
RWY 07–25: H6001X100 (ASPH-GRVD) S–93, D–120 IAP, AD
PCN 37 F/D/W/T HIRL 0.5% up W
RWY 07: PAPI(P2L)—GA 3.0° TCH 41′. Pole.
RWY 25: MALSR. PAPI(P2L)—GA 3.0° TCH 48′. Trees.
SERVICE: S4 **FUEL** 100LL, JET A+ **OX** 2, 4 **LGT** When twr clsd
ACTIVATE MALSR Rwy 25, HIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Attended continuously. TPA for lgt acft 2101(1039), TPA for jet and turbo prop acft 2601(1539). Twy T has NSTD marking. Secondary wind anemometer sensor on fld supporting twr ops.
AIRPORT MANAGER: 770-822-5196
WEATHER DATA SOURCES: AWOS–3PT (770) 339–7753 LAWRS.
COMMUNICATIONS: CTAF 124.1 **ATIS** 132.275 **UNICOM** 123.05
Ⓡ **ATLANTA APP/DEP CON** 126.975
TOWER 124.1 (1200–0200Z‡) **GND CON** 121.8
CLNC DEL 121.8 **CLNC DEL** 134.0 (when twr clsd)
AIRSPACE: CLASS D svc 1200–0200Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LZU.
GWNET NDB (LOMW) 419 TX N34°01.20′ W83°51.77′ 248° 5.6 NM to fld. 984/5W.
ATLANTA (H) DME 116.9 GSU Chan 116 N33°38.01′ W84°24.73′ 047° 30.5 NM to fld. 950. NOTAM FILE ATL.
ILS 109.95 I–TXP Rwy 25. Class IB. LOM GWNET NDB. Glideslope unusable byd 3° R of centerline. Autopilot coupled apch NA below 1,700′ MSL.

LZU Chart Supplement

There are several non-towered airports in the area that we like to use for training purposes: Lee Gilmer Memorial Airport/Gainesville (GVL), Jackson County (JCA), Barrow County/Winder (WDR), Cy Nunnally Memorial/Monroe (D73), and Covington Municipal (CVC). They are shown, on the map below from top center clockwise.



LZU surrounded by other training airports.

FAQ

-What is the difference between a part 61 & part 141 school? Which are you?
We are a part 61 school. This means we do not have a set curriculum we need to follow. This allows us to tailor your training to your needs. A part 141 school has a set curriculum they adhere to while training.

-What kind of planes do you have?
We have 2 Cessna 172s and 2 Piper Cherokees. Both are fantastic trainer airplanes. We recommend trying both to see which you are more comfortable flying.

-What do I need to start flying?
You need to be at least 16 years of age to get your student pilot certificate. We'll need a copy of your passport or driver's license and birth certificate for TSA authorization. To get your private pilot certificate, you'll need to be 17.

-How much will it cost to learn to fly?
Please see the enclosed rate sheet for more information on our prices.

-Do you offer financial aid?
We do not, but we can provide information on various financial resources.

-How long will it take to get my PPL?
On average, a private pilot certificate can be earned in 3 months to 1 year. The FAA requires a minimum of 40 hours of flight time. Of those 40 hours, 20 must be with an instructor and at least 10 must be solo. On average, most people complete their PPL in 50-65 hours.

-How often should I fly?
As with any new skill, the more you are able to practice, the quicker you'll be able to finish. We recommend at least 1-2 flights a week to help you retain the information and lower the costs of your training. Our instructors are available 7 days a week to help accommodate a variety of schedules.

-How long are typical lessons?
We schedule in 2 hour blocks, but flights are typically 1-1.5 hours. You are only billed for actual flight time not the reserved block of time. Flight time is considered the time from when the plane starts to when it is parked back on the ramp, not just the time in the air.

-When will I get to solo?
We want you to be a safe and confident pilot, so we don't like to set a timeline for when you will solo.

-When will I need to get a medical certificate?
You will not need a medical certificate until you solo – it's one of the required documents you'll need to have on you in the plane. However, we recommend getting your medical before you begin your flight training to mitigate any unforeseen issues.

-What additional training do you offer beyond PPL?
We offer Instrument, Commercial, CFI, CFI-I & Multi-Engine training.

If you have any additional questions not answered here, please do not hesitate to reach out to our dispatchers or one of our CFIs. We're more than happy to answer any questions!

CONTACT

Our dispatch office is open 7 days a week from 9am to 5pm, weather permitting.

Advanced Aviation
470 Briscoe Blvd
Lawrenceville, GA 30046
770-682-9007
info@advancedaviation.com

WWW.ADVANCEDAVIATION.COM