
The Training of Civilian Pilots in Slovakia

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This work deals contains a strategy of the training from the perspective of finance and personal possibilities of an adept, which should to taken pilot training into consideration very carefully.

Keywords: license, training, pilot

Introduction

Fly is one of the most ancient human desires. The achievements of modern times is a person's ability to make and use tools, which they can move in the airspace. Force can be understood as an activity where the airspace is used by means of aircraft. Force is divided into two parts and the civilian and military. The paper deals with the preparation and training of pilots in civil aviation, which includes private flying, sport aviation, commercial aviation, special air works and transport aircraft. There are many different kinds and types of aircraft whether or motor gliders. Today's modern aircraft are equipped with advanced technical solutions and electronic systems requiring well qualified aviation personnel. For the lives of passengers carried corresponding pilot and therefore is an important quality pilot training in flight school quality.

1. Integrated training

The integrated training students obtain an ATPL license after completing the course in one block, which gradually goes all the theory and practical training, which is required to obtain a license of the highest degree. Thanks to the interdependence of theory and practice is minimized as only the total training time, but also needed raid. It is characterized by a certain continuity of training and a specified curriculum for each ATO, which is governed by the PART-FCL and approved by the Transport Authority of the Slovak Republic. The integrated course is to train pilots to the level of proficiency necessary to perform a pilot on multi-engine, multi-pilot aircraft in commercial air transport. (Dopravný úrad SR)

2. Modular training

The opposite is the integrated training module training. In this case, the training is divided



into smaller units called. modules. Adept wishing to undertake a modular ATPL training must be under the supervision of the head of training to complete 650 hours of theory in a period of 18 months. The applicant must be the owner of the private pilot license - PPL. The advantage of this form is freer course of practical training, who manages himself adept according to time and budget. Any other authorization is conditional on gaining practical experience in the form of training and hours flown, which are recorded on a clipboard flights. After PPL follow lessons and clauses such as. VFR NIGHT TIME-BUILDING, IR, MEP / IR, CPL and ATPL after - FROZEN. (Dopravný úrad SR)

3. Aeroclub or commercial ATO

The advanced training is adept meets in an approved training organization (ATO), which can fly advanced aircraft that are equipped with an autopilot, glass cockpit and modern navigation instruments. It will move mostly at large airports where international traffic is also in English. In addition, you should be aware of one fact. Who is considering training to functional airline pilot, investments, training is great and the ATO is adept important clients. Should any part of training flew in another school just to spare, never obtained a good reference for flight school and each will be foreign. No school cannot be good score someone who was flying with her just one training. ATO access to the client will be different if all lessons in one school graduate. The ATO where adept spend thousands of dollars for a complete training school is also willing to bid on the price, such as the jump from one school to another.

An important factor will be for the client and his residence. It is not entirely appropriate to commute somewhere amount of kilometers

to the selected ATO. It is also not wise to choose first the nearest flight school just because it is near the residence. If it thinks adept with flying seriously should choose a reasonable compromise and choose a school that provides full training. Given the amount of flying schools, which are located in Slovakia, the choice should not be a problem. I recommend you check the selected schools as much information. (Dopravný úrad SR)

3.1 Healt status

The pilots not only the transport must be in good physical and mental condition, to piloting not endanger yourself and others. Health requirements governs the regulation PART-FCL. Pilots are two categories. Medical fitness (Medical class) 1st or 2nd class. The first show's entrance. It covers all health classes, is the largest and most expensive. After obtaining initial examination followed by periodic inspections of pilots at intervals to be for health classes differ and vary also depending on the age of the licensee. (Letecká vojenská nemocnica; Dopravný úrad SR – poverení lekári)

3.2 License of radio operator aeronautical mobile service

This test allows you to operate the radio (walkie-talkies) on board the aircraft. It is one of the first to pilot-graduate student. The test consists of two parts: written and oral. Evaluation at telecommunication office in Bratislava. It consists of three subjects.

3.3 The acquisition of language skills – English

Transport Authority for inclusion of language proficiency according to the ICAO requirements



in the license requires the applicant to submit a confirmation of the successful completion of the examination of language proficiency in approved institutions (LAB) or in training facilities, which are approved for that purpose in the Member States of ICAO.

4. PPL – Private pilots license

Basic training is the first practical test in the life of the pilot. Private pilot license is the first step on the way of training a pilot at the same time obtaining the qualification to the class airplane single piston engine - SEP (L). It allows the aircraft to fly to a total weight of 5700 kg. They may be more than two digits. In Slovakia, this training mainly used in aircraft Katana DA 20, Cessna 150, 152 or 172. This is substantially lower price than an hour flight to Zlin 42, 43, 142.

Requirements:

To obtain this license, it is necessary to have a medical check, medical class 1 or class 2. Before the first solo flight to reach the age of 16 and after completion of training when applying for a license must have a student 17 years. Before the first solo flight student must hold a license radiotelephone flight mobile service. Before starting the practical training the student completes 100 hours of theoretical training. The actual practical training is min. 45 hours including 10 hours solo flights.

5. CPL – Commercial pilot license

The next step is a commercial pilot license. The integrated course the applicant must have a minimum 150 hours of total flight time and time of which 70 hours as PIC. The modular course then 200 hours total time of which

must be 100 hours as PIC. If not satisfied ATPL theory, it is necessary to undergo theoretical modular course 200 hours. The actual training is 25 hours. After the course you must demonstrate knowledge of the Traffic Office and based on the successful completion of the test of the theory and practical test obtain commercial pilot license.

The minimum age for obtaining the license is 18 years and the required medical fitness class 1. If he has fulfilled all the conditions it is possible after completion of pilot training and related examinations to assign a commercial pilot license for airplanes CPL (A), and now as the pilot can offer their aviation experience and skills to other companies for a fee.

6. ATPL – Airline transport pilot license

After obtaining CPL followed by even higher qualification and it just ATPL FROZEN is a term used to describe goals just after the above-mentioned training. ATPL FROZEN - "Theory credit" means that the pilot is indeed the holder of a theoretical exam airline transport pilot license including license CPL / IR but does not hold a practical test, after which it can be issued an airline pilot. ATPL FROZEN from the English word means transport pilot "frozen" are at least 21 years.

Theoretical training is carried out in the following range:

- a) for pilot with PPL (A) - 650 hours,
- b) for pilot with CPL (A) or PPL (A) / IR (A) - 450 hours,
- c) for pilot with CPL (A) / IR (A) - 350 hours.



7. Training MCC (A) – Multi crew co-operation

Since most currently operating commercial aircraft uses a multi-crew concept it is necessary to start with the type of training, respectively. retraining for a particular type of multi-pilot aircraft were candidates for clear roles for each of the crew members was identify yourself with them and knew their conduct.

On aircraft originated situations when actual communication and distribution of the pilot are not united. So many times "captain was master" of the aircraft and the other pilot error only watch supervisor. This approach is now no longer possible, particularly in terms of safety. For this reason, the established system of distribution activities of the crew even before the onset of type training. Therefore it has been added to the training instruction, which specifies the role of the captain and co-pilot.

8. JOC – Jet orientation course

Jet Orientation Course aim is to introduce the license holder of a CPL (A) / IR with handling and operation of aircraft jet engines. The course is for a period of eight hours of theoretical training and 8 hours for simulator training. Experience gained during this training can be priceless later on in the conversion to a specific type of jet (i.e. Type rating). The condition is medical certificate class 1 and English least ICAO Level 4 course some airlines may be required for admission to the interview.

9. Type rating – standerd qualification

Type rating means passing hours in school, studio system of the aircraft on simulators, studying checklist (operating procedures) and

operating manuals. During this time, the individual knowledge of tried and tested.

Type ratings may be obtained in certified training companies at their own expense or within the airline. To obtain a type test for normal airliner piloted by a two-member crew need to have MCC training. Type training such as Standard also includes Instrument Rating (instrument flying) that aircraft as a standard IR acquired in ATPL training FROZEN this is not enough. In conclusion type rating it needs to be done so. Proficiency check and tests provided as general or the relevant airline. Their focus is different, sometimes puts more emphasis on control of the aircraft, other times the knowledge of procedures and crisis. Type ratings conclusion is then often called the Training Base and the idea min. 6 landing on an empty real airliner.

10. Approved training organization in Slovakia

While high school lasts 3 or 5 years, pilot's license can be managed in less than two years. At present it has the authority to conduct the training in Slovakia, some 30 organizations. (Dopravný úrad SR)

You are divided into three groups:

- 8 approved training organization (ATO approved training organization)
- 21 registered establishments approved Transport Authority, formerly the Civil Aviation Authority of the Slovak Republic
- three organizations authorized by Transport Office of the Slovak Republic in accordance with the Aviation Act: Slovak National Aero Club (SNA), Slovak Federation ultra light flying (SFUL) and Aircraft Association of the

Slovak Republic (LAA SR)

Conclusion

Finally, it should be noted that the way into the cockpit airliner represents a long track full of pleasant and unpleasant experiences, knowledge and hundreds of hours spent studying theory and many hours in planes from the smallest, which have barely space for the instructor and student, and large powerful aircraft. In addition, the time spent on the simulator are often very stressful, because it is on it are practiced manage a wide variety of disorders and examines how a pilot can advise in crisis situations. This very long and demanding training pilots should prepare for a profession that involves the responsibility of a few hundred people in a transport aircraft and even more people, over which it is moving. Therefore, this profession requires great professionalism and responsible approach. The overall trend is growing aviation and airspace already in many places reaches the maximum of its capacity.

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