

# Helicopter Commercial Pilot

Thinking about becoming a pilot is a big undertaking whether it's fixed wing or rotary. The following is a rough guide to what is required to become a commercial helicopter pilot.

Your first goal should be to gain a PPL H (Private Pilot's Licence Helicopter). This will involve a minimum of 45 hours flight training, passing seven exams and gaining a Class 2 Medical. At the end of your training you will then take a flight exam with a CAA examiner and on passing will be granted a PPL H. This will entitle you to fly a helicopter that you are rated on unsupervised by an instructor.

Your next goal is to progress to a CPL H (Commercial Pilot's Licence Helicopter). Multiflight is approved for Modular helicopter training and is perfectly positioned for CPL training as you will get used to flying in and out of a controlled airspace during your flight training. The CPL H is a specific training course of 30 hours, plus five night hours, but before undertaking this course you must have completed 155 flying hours, of which five will be night, 50 as Pilot in Command and a minimum of 10 should be cross country; passed 9 exams for CPL, 13 for ATPL (Airline Transport Pilot's Licence) and obtained a Class One Medical. Your CPL H ground training will be provided by Multiflight's flight training partner Bristol Ground School. Once again at the end of the course you will have a flight exam with a CAA examiner and on successful completion you will obtain a CPL H. This will entitle you for the first time to earn money as a pilot.

Most pilots then work up to becoming a Helicopter Instructor. This will make it easier for you to gain a job, as it is a good way of gaining flying hours and experience. In order to become a FI H (Flight Instructor Helicopter) once again this involves a specific training course of 30 hours followed by a flight test with a CAA examiner. This course may be undertaken once you have achieved 250 hours total flying time.

There is no single route to becoming a helicopter pilot and it is not always good to look at the end game right away as this may appear too daunting. Each stage of your training should be viewed as a separate entity and although an overall plan is a good idea there are so many different ways to achieve it. For example your hour building can be

done in other countries, reducing the price considerably, or there are other ways such as repositioning an aircraft.

In reality it will take an average person about three years to reach a point where an income can be gained from your licence. Unless you intend to do it full time then it would take about 18 months to achieve.

Sponsorship is not generally available. There are some grants available but to be honest they are few and should not be relied on. Career Development Loans are also available but in increments of £8,000 only. It is possible with some lenders to obtain more than one loan and the benefit of this type of loan is that they are not repayable until after you start working. Standard loans and other methods of financing are available but like all finance it is very much dependent on the individuals circumstances.

## Total Costing

<b>PPL ( H )</b>	
Class 1 medical	£330 (no VAT)
45 Hours Training	£10,995
RT Course and License	£168 (no VAT)
6 Ground Exams PPL	£120
Hour Building 105	£17,325
CPL / ATPL ( H ) Exams Distant Learning	£2,100 (incl. VAT)
13 Exam	£910
CPL Flying Course	£9,625 (incl. night)

**Notes:** The Class One Medical, CLP/ATPL exams are paid directly to the CAA and Ground School ATPL is done through Bristol Ground School. VAT has not been added to these prices and can be reclaimed when you become a commercial pilot. Additional cost should include books and accommodation. The prices above are assuming a student achieves the minimum number of hours required. The prices also do not include landing fees and accommodation, as this is a variable and will depend on several factors.

Multiflight can also offer type rating on:  
R44, AS350, Bell 206, AS 355, AS 365