

# **Navigating Flight Training @ Boeing**

**Want to learn to fly & take advantage of LTP incentives?  
Here's a crash course of what you need to consider!**

# Topics Covered

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\*Note: The requirements/process discussed are applicable for those seeking an FAA PPL. General advice/tips should hold true regardless of the certifying authority, but for those seeking EASA/other licenses, it's best to connect directly with someone in your country of residence and look at your specific authority's regulations/requirements.

# Private Pilot License (PPL) Overview

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## ■ Minimum Requirements

- Most flight schools that you'll be looking to train with while working for Boeing fall under Part 61 of Title 14 of the Code of Federal Regulations (known as the Federal Aviation Regulations)
- 14 CFR §61.103 Eligibility Requirements
  - Pass the FAA written exam / private pilot knowledge test
  - Receive all applicable logbook endorsements from your Certified Flight Instructor (CFI)
- 14 CFR §61.105 Aeronautical Knowledge – things you'll be learning about!
- 14 CFR §61.107 Flight Proficiency – things you'll learn to do!
- 14 CFR §61.109 Aeronautical Experience
  - 40 hours total time
  - 20 hours with an instructor
  - 3 hours cross country flight training
  - 3 hours night flight training, including:
    - 10 night takeoffs/landings
    - One cross country flight of over 100 nm total distance
  - 3 hours flight training solely by reference to instruments
  - 10 hours solo, including:
    - 5 hours solo cross country
    - One solo cross country flight of over 250 nm total distance, with full-stop landings at three points
    - 3 takeoffs/landings at an airport with an operating control tower



# Private Pilot License (PPL) Overview

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## ■ Take a discovery flight!

- Head to your local airport/flight school and take an hour intro flight with an instructor! It's great to make sure you want to pursue your PPL before fully committing/investing.
- Taking a discovery flight at a certain airport/flight school does NOT mean you have to do your flight training at that airport/school or with a certain instructor there.
- Alternatively, find a friend in your area (even better if within Boeing – #networking) and take a flight with them!
- Another option: [EAA Flying Start](#)
  - Goal is to provide interested adults a path to flight training
  - Program provides info about learning to fly in your area & gives you an introductory flight with a pilot
  - Check the link above to find a Flying Start event in your local area



# Private Pilot License (PPL) Overview

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## ■ Get your medical

- What even is this?
  - Certifies that you are fit to fly! A Third Class medical is the minimum needed for a PPL.
  - See 14 CFR §61 Subpart D for Third Class medical certificate info
  - See 14 CFR §67 for the actual medical requirements – do you meet all of these?
- When should I get mine?
  - My advice? Before you start your training – you want to be sure you can successfully obtain a medical before you spend a ton of money on flying.
  - At the latest, you must have your medical before you can fly solo
- How do I find an Aviation Medical Examiner (AME) in my area?
  - [FAA AME Locator](#)
  - Talk to other pilots in your area/your CFI to get a recommendation for who to see
  - If you wear contacts/glasses, I'd recommend finding an AME who accepts FAA Form 8500-7 Report of Eye Evaluation so that your optometrist can certify your vision meets the standards.
  - Talk to your CFI before initiating the process to get your medical – they'll help you fill out [MedXpress](#), which is a prerequisite to scheduling an appointment with an AME
    - Do NOT schedule an appointment with an AME unless you KNOW you can pass!
- What class medical should I get?
  - See 14 CFR §61.23 for medical requirements & durations
  - If you know you want to go beyond a PPL (i.e. get your Commercial License), could be worth getting a Second/First Class

# Private Pilot License (PPL) Overview

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- **Get your medical**

- Special Issuance (SI) Medicals

- If you do not meet the requirements in 14 CFR §67 for the class of medical you're seeking, you may need a Special Issuance (SI) and/or Statement of Demonstrated Ability (SODA) from the FAA in order to obtain your medical
      - Check out the [Guide for AMEs](#) to find your illness & gauge if you can pass protocol
    - Should only be sought from a senior AME – the FAA does not always publish how they handle SI cases
    - Requires more time, paperwork, & money to obtain – final decision (approval/denial) often comes from the FAA in OKC
    - AOPA has a confidential medical hotline that may be able to help guide you/answer questions if you believe you may need a special issuance
    - Once you've obtained your medical...
      - If you'd like to stick to general aviation (GA), you can then look into 14 CFR §68, which covers BasicMed
      - BasicMed replaces your third class medical with periodic checkups at the doctor's office and a medical education course
        - Limitations to BasicMed include:
          - Aircraft must weigh < 6000 lbs
          - Cannot exceed 250 kts
          - US only
          - Cannot receive compensation for ferrying airplanes
          - Must be acting PIC while being a safety pilot
    - It's important to remember that the FAA is ultimately making sure you're safe to fly – they're not trying to bar you from flying. The process may not be the smoothest, but there is often still a path to the air!

# Private Pilot License (PPL) Overview

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- **Sign up for a ground school course**

- Self-Paced/Online Options
  - [King Schools](#), [Sporty's Pilot Shop](#), [Embry Riddle](#)
- Puget Sound Hybrid/Online Options
  - Everett Community College & Renton Technical College – class offered on a quarterly basis, meets 2x a week
    - May be possible to enroll remotely with both schools if classes are taught via Zoom – only cost you would pay out of pocket is to have the course materials shipped to you if you live outside of the Puget Sound area
  - Check [this page](#) for announcements on both – recently they've been offered via Zoom
- Oklahoma City In-Person Option
  - [Alto Flight Academy](#) @ Sundance Airport – class offered on a quarterly basis, meets 2x a week
  - [Oklahoma Aeronautics Academy](#) @ El Reno Airport – one-on-one with an instructor for 11 weeks
  - [Chickasha Wings](#) @ Chickasha Airport
- Considerations to make when picking a ground school course:
  - Pros & Cons of a self-paced class:
    - Flexibility to do on your own schedule
    - Usually offer avenues to ask an instructor questions, but may or may not be able to have immediate dialogue
  - Pros & Cons of an in-person/Zoom class:
    - Ability to ask an instructor questions live and hear questions other students have
    - Holds you accountable for getting through the material without procrastinating
    - Must be able to set aside the dedicated class time slots each week for the duration of the class
- [FAA Digital Handbooks](#) – these are helpful learning supplements



# Private Pilot License (PPL) Overview

## ■ Flight Training: Pick a Flight School

- Visit/talk to different flight schools and CFIs to find the best fit for you!
- Questions to ask & things to look for/consider when picking a flight school:
  - How often are airplanes down for maintenance? Do they keep up with maintenance in a timely fashion?
  - What is the availability of their airplanes generally like?
  - How much do they charge? Wet (fuel included) or dry rate (fuel on you)? Hobbs time (flight time) or Tach time (engine time)?
    - In general, newer airplanes/better avionics = higher rental rates
  - Are their instructors inundated with students or do they have the ability to take on new students?
  - How close/far is the airport in relation to where I live/work?
    - There are opportunity costs such as: time spent in the car/money spent on car gas, lower aircraft rental rates, etc. – figure out what's best for you
- Many flight schools will have an older fleet of airplanes (1960s, 1970s) – this is NORMAL
  - You do not need to learn to fly in an airplane with a glass cockpit – learning how to fly steam gauges is a skill that a lot of people who learned with glass wish they had more experience with
  - As long as the airplanes are well-maintained and airworthy, you're in good shape – no need to look for a sports car when you're learning to drive

Cessna  
172



Cessna  
150/152



Piper  
Warrior



These are a few typical training airplanes you might fly!



# Private Pilot License (PPL) Overview

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## ■ Flight Training: Pick a CFI

- Visit/talk to different flight schools and CFIs to find the best fit for you!
- Questions to ask and qualities to look for/consider when picking a CFI:
  - Does their availability/schedule match mine so that we can maximize flying opportunities?
  - Can I effectively learn from this person? Does their teaching style suit my learning style/needs?
  - Does this person have an organized plan to get me through training?
  - How much do they charge?
  - Does this person have the type of flying experience that I'm after?
  - Can I have FUN with this person? (This is more important than you might think!)
- If you have it narrowed down to a couple CFIs that you like, take an intro flight with each of them to see if you like their teaching style in the air!
- Remember: Your CFI works for YOU; YOU are PAYING them to teach you.
  - You can always ask to fly with a different CFI to get another set of eyes/another perspective on teaching a certain skill – I've done this a few different times and it has paid off!
  - If you feel like your relationship with your CFI is not productive/your training is not progressing, it is COMPLETELY OK to fire them and find someone you work better with! Don't waste your money if you're not learning.



# Private Pilot License (PPL) Overview

## ■ Start flying!

- Get a few basics
  - FAA Student Pilot Certificate – have your CFI walk you through this
  - Flight Bag, including: Pilot Logbook, Headset, VFR Sectional Chart
  - FAR/AIM
- Frequency of flights matters!
  - Plan to fly at least 2x per week with your CFI – it's important to build muscle memory & comfort level early on, and get into a rhythm of getting ready to fly
  - Plan to set aside 3 hours per lesson – you'll brief with your CFI, conduct the flight, and debrief
  - After you solo, talk with your CFI to see if you should either
    - Fly 2x per week with your CFI + 1x per week solo OR
    - Fly 1x per week with your CFI + 1x per week solo
- Communicate with your CFI
  - What are you not understanding? What are you having a hard time with?
  - What are you doing well with?
  - How can your CFI explain something different/better for you?
  - What are you frustrated with?
  - What parts are you enjoying the most?



# Private Pilot License (PPL) Overview

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## ■ How much does this all cost?

- Remember that minimum requirement of 40 hours of flight time? The national average is in the 70s! Do NOT budget for the minimum!

- Here's a baseline for what to expect (based on 60 hours of flight time)

60 hours of flight time in a C172 @ \$150/hour	\$9,000
30 hours of dual instruction @ \$50/hour	\$1,500
Third class medical certificate	\$ 125
Ground School Course (if not through LTP)	\$ 500
Miscellaneous Pilot Supplies	\$ 500
Sales taxes on flight time	\$ 900
FAA Written Exam	\$ 160
FAA Flight Test Exam	\$ 500
<b>Total</b>	<b>\$13,185</b>

- Bad weather, vacations/trips, an aircraft down for maintenance, and instructor/aircraft availability are just a few reasons that you may not be able to fly exactly when you've planned to.
  - These things happen! But if they're common occurrences and you're not able to fly regularly, you ultimately increase your own cost to get your PPL. How can you mitigate these risks?
  - If you know bad weather is coming on days you normally fly, try your best to readjust your schedule with your instructor to take advantage of good weather days.
  - Increasing fuel prices will also drive aircraft rental rates up, so keep in mind that the rental rate is not fixed, but your flight school should give you notice of any rate changes.

# Boeing LTP & Flight Incentives

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## ■ Using LTP for Ground School

- Must be through an accredited program (college/university) – look to see if a local community college has a course
  - Everett Community College (EvCC), Renton Technical College (RTC), & Embry Riddle are eligible for LTP coverage
    - Private Pilot Ground School (EvCC, RTC – AVIA 101, Embry Riddle – AVS 1000F)
    - Instrument Pilot Ground School (RTC – AVIA 102)
- [Here](#) is where you can find schools that have aviation degree programs – you'd have to dig further to find out if they have ground school courses and allow you to enroll for just the one class
- Follow the registration process through the school & LTP as normal

## ■ Flight Training Incentives

- Only applicable for an initial private pilot license, not an add-on rating / different category (ex: cannot use it for a rotorcraft license if you already have your fixed wing license)
- \$2000 when you solo for the first time + \$8000 when you obtain your PPL (minus taxes)
  - These are distributed as reimbursements – you must front the money for your training to start off with
- LTP documentation requirements
  - Solo incentive: copy of your log book pages that includes your name and documents completion of your first solo flight
  - License incentive: copy of the front and back of the license
- [Worklife article for Flight Incentives](#) article includes instructions for how to request these incentives

# Boeing Resources

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## ■ inSite Groups to Join

- [Boeing Pilots](#)
- [Boeing SoCal Pilot's Club!](#)
- [Huntsville Flying Club](#)
- [Boeing Employees Flying Association](#) (Seattle area)
- [Boeing OKC Pilots Club](#)
- [Boeing Employees Flying Association - South Carolina](#)
- [Boeing Employees Flying Association - Dallas-Fort Worth Metroplex](#)
- [Boeing Employee's Flying Club - St. Louis](#)
- [Airplane Geeks at Boeing](#)
- [Boeing Soaring Community](#)

## ■ Boeing-Affiliated Flying Clubs

- [Seattle Area](#)
- [St. Louis](#)
- [South Carolina](#)
- [Philadelphia](#)





# External Resources

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## ■ Organizations / Communities

- [Aircraft Owners & Pilots Association \(AOPA\)](#)
- [Experimental Aircraft Association \(EAA\)](#)
- [Women in Aviation International \(WAI\)](#)
- [Ninety-Nines \(Women Pilots Organization\)](#)
- [Women in Corporate Aviation \(WCA\)](#)
- Your flight school / CFIs (AND other CFIs / pilots!)
- Facebook Groups
  - Nationwide:
    - [Student Pilot Community](#)
    - [Student Pilots & Flight Instructors](#)
    - [Lady Aviators](#) (also on Instagram)
    - [Ladies in Flight Training—LIFT](#)
    - [Female Aviators Sticking Together \(FAST\)](#)
    - [Flights Above](#) (organized by region of the US, ex: Flights Above the South Central States)
  - Regional:
    - OKC: [Central Oklahoma Aviators](#)
    - PNW: BEFA Washington (members only group)
    - Search for groups in your area!





# External Resources

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## ■ Scholarships

- TONS of flight training scholarships are offered by many of the organizations on the previous slide – apply for as many as you qualify for!
- Scholarship requirements / components
  - Generally, you must be a member of the organization through which you're applying to a particular scholarship
    - Most memberships are around \$40-\$50 annually
    - If you are awarded a scholarship, the membership pays for itself
    - But, there are so many more benefits of being a part of these organizations/communities
      - EAA, WAI & 99s all have local chapters that provide community involvement opportunities, host events, and give YOU a community of pilots in your area
  - Some may be age-restricted (ex: only for high school/college students) or have other limitations – read the eligibility statements carefully before applying
  - Letters of recommendation – from your CFI, a mentor, your manager, etc.
  - Essay / short answer questions
- Scholarship types
  - Initial flight training – meaning for your PPL / first rating
  - Advanced rating scholarships – to put toward an instrument rating, commercial certificate, multi-engine rating, tailwheel endorsement, seaplane rating, CFI, etc.
  - ATP / Type rating scholarships – to put toward an Airline Transport Pilot (ATP) rating and/or a type rating (required for airplanes weighing > 12,500 lbs max takeoff weight and all turbojet aircraft)

# Beyond the PPL

- **I want to keep flying – what's next?!**

- Instrument Rating
- Commercial Certificate
- Certified Flight Instructor
- Endorsements / Other
  - Complex
  - High-performance
  - High altitude
  - Tailwheel
  - Aerobatic flying
- Add-On Ratings
  - AMEL (airplane multi-engine land)
  - ASES / AMES (airplane single- / multi-engine sea)
  - Rotorcraft
  - Glider
  - And more! Talk to your CFI about options!
- In general, have a financial plan in place to be able to stay current/proficient and able to fly as much as you want/pursue additional ratings! Flying is expensive, and while the Boeing Flight Incentives help for your PPL, you need to be prepared to fund your own flying beyond obtaining your license. As a private pilot, you cannot legally pay less than the pro rata share for a given flight, unless flying for charity – to be paid to fly, you need at least a commercial pilot certificate.



# Beyond the PPL

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- **What other opportunities are there?**

- Aircraft rental

- Can typically continue renting from your/a flight school after you get your PPL
      - Ask if they offer block rate discounts (i.e. If you prepay for 10 hours of flight time, can you get a discount on the rate?)
      - Do they charge wet rates (fuel included) or dry rates (fuel cost is on you)? By Hobbs time (total flight time) or Tach time (engine time)?
      - The questions above are good to ask when you're initially looking for a flight school to train at, too!
    - May also be able to rent from a private owner depending on how their insurance is set up – case by case basis
    - Either way, get aircraft renters insurance!
      - Even if the flight school doesn't require it, it's a good idea, plus cost goes down as you build hours/get additional ratings
      - Avemco & AOPA are good resources for renters insurance

- Aircraft ownership

- Partnership / Share
      - Purchase an airplane with a group of pilots or buy into an existing partnership if a spot opens up – talk to people in your area / scout on local Facebook groups for opportunities like this
      - Joining a flying club also typically gives you ownership stake through an initiation fee & monthly dues – these are “added” costs to paying for airplane time, but flying clubs usually have cheaper rental rates than flight schools.
    - Whole ownership
      - AOPA members have access to Vref tool to help evaluate if a listing is worthwhile
      - AOPA has a TON of ownership resources – a lot goes into ownership (maintenance, insurance, hangar space, etc.) so really do your research and talk to people before diving in

# Advice from the Author

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## **Take the advice below for what you will – this is all based on my experiences. Everyone’s journey is different!**

- Go to your airport and talk to pilots! Rarely are pilots not willing to talk to prospective pilots about the joys of flying and give you advice/recommendations about where to learn to fly in your area.
- Everyone sounds stupid on the radio at first – the best way to get better at it is to practice!
- Start off with paper charts – don’t immediately jump to an iPad with ForeFlight. You’ll be a better pilot if you build a foundation that’s not fully reliant on technology from the beginning.
  - But when you get further in your training, make sure your CFI helps you get familiar with using ForeFlight/other aviation apps. And as Boeing employees, you can get a [discount on ForeFlight and Jeppesen products!](#)
- Speaking of aviation apps, here are some good ones:
  - ForeFlight, AeroWeather Lite, FlightAware, FlightRadar24, MyRadar, WatchMetar
- Enjoy the process! There will be times you’re frustrated because a certain skill is tougher for you in the beginning (it was short field landings for me). But remember that you are FLYING A PLANE! Not everyone has the opportunity to do this.
- Say “yes” to going flying with other pilots – it’s a great opportunity to learn more of your airspace, network, get more hands-on flying experience, and get the occasional \$100 hamburger (pilot lingo for “we’re going to fly somewhere, get food & come home”).
- Don’t spend a fortune on your first headset; there are some great ones available second-hand on eBay or you might see posters at your airport from people selling their headsets. Then, upgrade to a nice noise-cancelling one when you earn your PPL – your second-hand set can be for passengers!
- Make sure you have non-polarized sunglasses for sunny days.
- Ladies – if you want a cuter flight bag than what’s found in most pilot stores, get a diaper bag off Amazon & thank me later.
- Take pictures (in non-critical phases of flight, of course)! But also remember that a camera can never perfectly capture the beauty of our planet, so be sure to have “camera-less” flights too, where it’s just you, the airplane & the sky.
- I highly recommend an instrument rating, regardless of how far you plan to go with other ratings. It’s a great safety tool & helps to lower your cost for aircraft renter’s insurance and/or if you buy a plane.
- Your PPL is not a license to fly, but rather a license to learn. As a pilot, you have the responsibility to never stop learning—how to better your skills, learn more about weather, get new ratings, etc. Be ready to always be studying!



## About the Author

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Hi there! My name is Maddie Sibia. I graduated from Georgia Tech in May 2019 with a BS in Aerospace Engineering & began working for Boeing in the Puget Sound in July 2019. I was introduced to the world of aviation by a friend in college – at the time, he had his PPL and instrument rating, and his dad flies for a major airline. I don't come from an aviation family, so this was a whole new world and a lot to learn – I've had to carve my own path and learn everything by doing. I'm lucky to have found tons of pilot friends/mentors along the way to help me!

Here's a timeline of my flying journey to hopefully demonstrate that nobody's journey is the same, and it won't all work out like you perfectly plan it. The saying "it's not the destination, but the journey" really rings true – even though you'll see I had some setbacks, I truly wouldn't change a thing. It's been a more fun 314 hours (and counting) in the air than I ever could have imagined, and I hope you'll find the same in your journey ahead!

- **Oct 2019:** Enrolled in Everett CC's Private Pilot ground school
- **Dec 2019:** Finished ground school & passed my FAA written exam
- **Jan 2020:** Talked to & flew with a few different CFIs to pick mine
- **Feb 2020:** First official flight lesson out of KPAE (yep, you know what's comin')
- **March 2020:** Obtained my Third Class medical
- **March-May 2020:** Flew with a CFI friend in Georgia in his family's plane (#pandemic)
- **July 2020:** First solo out of KPAE



The day I got my PPL!

# About the Author

- **Aug-Sept 2020:** Nasty smoke from west coast fires and other bad weather in the PNW
- **Oct 2020:** Moved to OKC
- **Dec 12, 2020:** FINALLY became a private pilot (at 113.7 hours)!
- **Jan-March 2021:** Instrument Pilot ground school through Renton Technical College (virtually from OKC!)
- **April 2021:** Started instrument training
- **July 2021:** Complex endorsement
- **Aug 2021:** Got my instrument rating and added a single engine seaplane (ASES) rating to my private pilot certificate!
- **Oct 2021:** Began working toward my commercial pilot certificate
- **March 2022:** Became a commercial pilot!

It hasn't been perfect, but it's been 100% worth it. I love spontaneous flights with friends to get a \$100 hamburger across state lines, solo sunset cruises, flying to new airports/cities, and being able to share this passion with friends, family, strangers, and a huge community of pilots around the world!

**I'm always happy to talk through the PPL process with people as a way of paying it forward, so feel free to reach out via email/IM or schedule a meeting with me anytime!** (Disclaimer: I have to limit how many conversations I have with people each week, so be patient with me – I do have a real job here after all ☺)



Instrument  
rated!



Commercial  
certificate!



# **Happy Flying!**

**Wishing everyone blue skies & tailwinds ahead 😊**