
YOU WERE NEVER DESTINED TO BE A PASSENGER

Learn to fly at a Cessna Pilot Center





SOME CALLINGS ARE HIGHER THAN OTHERS

CONGRATULATIONS. You've taken the first step on the path to a new, larger world, a world that might just change you in some rather profound and lasting ways.

Ask pilots, and they'll tell you. Once they took the controls of an aircraft carving through the sky a few thousand feet above the ground, flying became a part of who they are. Most will say the challenge has made them more confident, independent, and adventurous. And, of course, they'll also tell you flying is pure, unadulterated fun—especially when you have high confidence in your flying abilities.

And this point illustrates why choosing a flight school is so important: regardless of how technologically advanced or innovative, no aircraft safety feature can ever replace the well-trained pilot. So, what should you look for

in a training organization? You want the best training from the best instructors, along with access to pilot-friendly aircraft. And you want to learn in a safe, comfortable, and dynamic environment. Most of all, you want to learn from those who have seen and done it all before. Many times before. Your local Cessna Pilot Center offers all this and much more.



Whether you intend to fly for business or for pleasure, becoming a pilot is something only a few achieve—less than two percent of people in the U.S.

It takes commitment. It takes an investment in time and money. (As nearly everything truly worth doing does.) But for the serious, aspiring student, learning to fly is within both your grasp and your means, and the rewards are sweet.

You've heard the call of flight. Are you ready to rise to the occasion and answer it?

YOU'VE LANDED IN THE RIGHT PLACE

A PILOT'S FIRST GOOD DECISION. An important part of becoming a pilot is learning to make good decisions. And you're already on your way, because training to fly at a Cessna Pilot Center is a wise choice. Very wise.

Consider these facts: Cessna Pilot Centers make up the largest network of flight training facilities in the world, and more pilots have learned to fly in Cessna-built airplanes than in any other. It's no coincidence. We just know what pilots need better than anyone, and we build safe, forgiving airplanes that help more people meet the challenge of becoming a pilot.



Of course, great training takes more than great airplanes. It takes top-notch instructors, a proven curriculum, and an effective, engaging delivery system. Rest assured. When you choose a Cessna Pilot Center, you'll get personalized,

in-flight training from experienced instructors with demonstrated proficiency in the world's most popular aircraft, including those using Garmin's highly advanced G1000® and G300® glass cockpits. On the ground, you'll study on your schedule and at your own pace using the Cessna Flight Training System, which includes our new interactive, Web-based, rich-media instruction modules that help reinforce your in-flight training at every step.

Bottom line? You can trust your training to us, because only

Cessna brings decades of accumulated flight knowledge and an unparalleled understanding of aircraft—from the newest light sport aircraft to the world's fastest business jet—to training new pilots. We must be doing it right; students who learn with us complete their training about 30 percent faster than the national average.





ON-LINE TRAINING

YOU CAN ACCESS FROM ANYWHERE

Part of what makes learning to fly with Cessna such a smart choice is our new proprietary, scenario-based Cessna Flight Training System. Now delivered as an interactive, customizable, and self-paced online training experience, this advanced ground course is designed by Cessna to coordinate seamlessly with Cessna-built training aircraft and your in-flight lessons. The result is an effective learning system that emphasizes real-world situational awareness, risk assessment, flexibility, and decision making.

When you sign up with a Cessna Pilot Center, you'll receive a new welcome kit that includes instructions for getting started and a passkey for logging onto the online training program. Those pursuing the sport certificate will have access to all parts of the Cessna Sport/Private

Pilot Course, and you can easily move into the private-pilot-only segments of the course when ready. (We'll talk more about the different types of pilot certificates later.)

The Web-based system keeps track of all aspects of your training and allows you and your instructor to monitor your progress. Best of all, you can complete lessons and review training materials at any time, day or night, from any place you have access to the Internet. And



since the entire program is Web-based, updates from Cessna are made instantly, with no need to keep track of replacement materials or worry you aren't using the most up-to-date lessons.

See for yourself; you can now preview and purchase the new Cessna Flight Training System at www.cessnaflighttraining.com/demo.

THE PATH TO PILOT CERTIFICATION

OKAY, SO YOU HAVE QUESTIONS. How long will it take? How much will it cost? What qualifications do you need to get started?

The FAA has a few simple prerequisites for those wanting to become a pilot. You must be 16 years old to get a student certificate and 17 to get your pilot certificate. (There is no maximum age limit.) You must be able to read, speak, and comprehend English. You must be in good health. And you need to meet some in-flight time requirements (depending on the kind of pilot certificate), pass a written knowledge test, and, when you're ready, pass a practical test with an FAA examiner. That's it.

Training requirements differ, depending on which part of the federal regulations your center operates under and the type of pilot certificate you pursue. For example, the FAA requires at



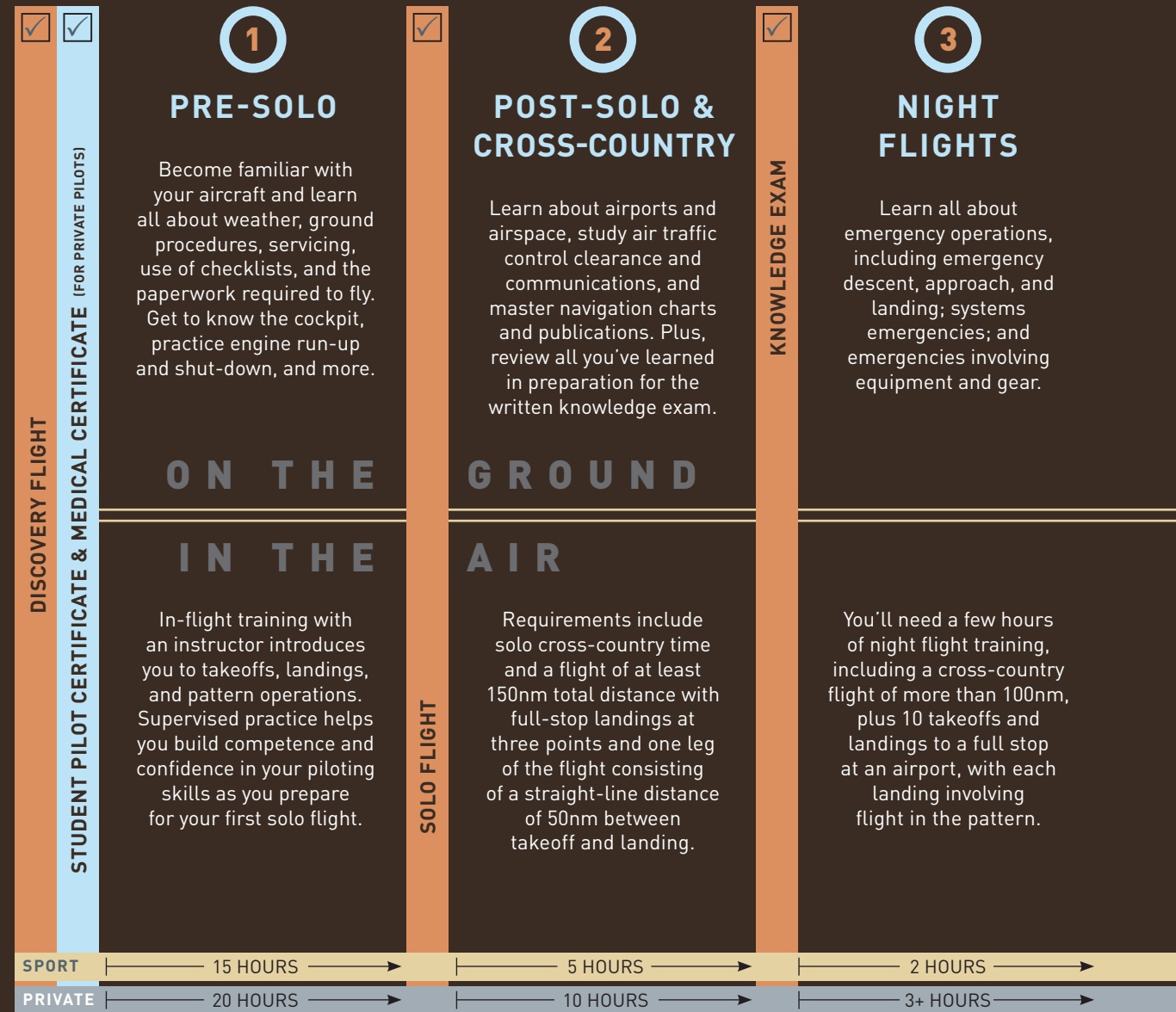
least 40 hours of flight time under Part 61 for a Private Pilot Certificate, but schools operating under Part 141 require fewer—only 35 hours. The real-world average is closer to 60 hours.

How long it takes you to log those hours depends on a number of factors, including the amount of time you can devote to training, so it varies widely. The average is six to seven months. Costs vary as well; the type of aircraft, fuel costs, and local conditions can all impact the total. In all, you can expect to invest from \$5,000 to \$12,000 in getting your pilot certificate.

What kind of certificate should you get? There are several initial pilot certificates, each with their own privileges and restrictions. The most common are the Private Pilot and Sport Pilot. Before you make a decision, keep reading. We'll tell you a little more about these two.



GETTING UP THERE FROM DOWN HERE:



*MINIMUM TOTAL FLIGHT TRAINING TIME REQUIRED BY FAR PART 61. HOURS FLOWN MAY SATISFY MORE THAN ONE REQUIREMENT.

PILOT TRAINING AT A GLANCE



*MINIMUM TOTAL FLIGHT TRAINING TIME REQUIRED BY FAR PART 61. HOURS FLOWN MAY SATISFY MORE THAN ONE REQUIREMENT.

A wide-angle landscape photograph of a seaplane on a lake. The seaplane is white with a green stripe and the registration number 'N6036Z' is visible on its side. It is moving across the water, leaving a white wake. The background consists of dark, rugged mountains with patches of snow and glaciers. The sky is filled with dramatic, grey clouds, with a hint of light breaking through on the left side. The overall mood is adventurous and majestic.

THERE'S A WHOLE WIDE WORLD

out there most people will never see. Places only a pilot can go. Those who accept the challenge of becoming a pilot experience the planet in a new way. And the sense that their lives are connected to some higher purpose doesn't end when they return to the ground. Give both your spirit and body the chance to soar. Live up to your potential. RISE.



WHICH CERTIFICATE IS THE RIGHT ONE FOR YOU?

All pilots start out as students and are issued a student pilot certificate by an aviation medical examiner (except in cases when no medical exam is required). From there, you'll most likely pursue one of two kinds of pilot certificates.

PRIVATE PILOT. The most widely held certificate, the "private," also has the fewest restrictions.

With it, you can fly almost any single-engine aircraft (with the appropriate ratings) as long as you fly for non-commercial purposes. You can also carry passengers and fly for business,

assuming you aren't compensated for services as a pilot. If you plan to pursue an instrument, multi-engine, or instructor rating, the private certificate is for you.

SPORT PILOT. Introduced in 2004, this certificate is ideal for the recreational flyer who wants to fly only less complex, one- or two-seat planes

classified as light-sport aircraft, or LSAs. Models in this new class of aircraft—Cessna's Skycatcher is a good example—are designed to maximize performance within the limitations of the category, which restricts pilots to flight at speeds of 120 knots or less, at altitudes lower than 10,000 feet above mean sea level, and to



airspace that requires no radio communication. With a current U.S. driver's license, the sport certificate requires no medical exam, but there are passenger and airspace restrictions you

should consider; sport pilots may fly only in daytime and may carry only one passenger.

Talk to your Cessna Pilot Center before you make a decision. The experts there know the best training path for the kind of flying you plan to do, and they can guide you in choosing the most appropriate certification.

A Comparison of Pilot Certificates*

REQUIREMENTS & PRIVILEGES	SPORT	PRIVATE
FAA Medical Certificate	No (U.S. Driver's License and Self-Certification)	Yes
Aircraft Size Limitations	1,320 lb. Max. Gross Weight Two Seats Max.	Unlimited (May Require Type Rating)
Fly Aircraft with Retractable Gear	No	Yes
Carry More than One Passenger	No	Yes
FAA Minimum Flight Training Time*	20 Hours	40 Hours
Avg. Real-World Flight Training Time*	33 Hours	60 Hours
Fly in Class B, C, or D Airspace	With Additional Flight Instruction Only	Yes
Night Flying	No	Yes
Fly Outside U.S. Airspace	No	Yes
Fly with Less than 3 Miles Visibility	No	Yes (In Uncontrolled Airspace)
Sightseeing Flights Benefitting Charity or Community	No	Yes

*Under Part 61

PILOT SPEAK

Becoming a pilot means speaking like a pilot, too. While it's not exactly a secret language, the alphabet used to communicate clearly over the radio takes some practice.

A PILOT'S ALPHABET			
A	Alpha	N	November
B	Bravo	O	Oscar
C	Charlie	P	Papa
D	Delta	Q	Quebec
E	Echo	R	Romeo
F	Foxtrot	S	Sierra
G	Golf	T	Tango
H	Hotel	U	Uniform
I	India	V	Victor
J	Juliet	W	Whiskey
K	Kilo	X	X-Ray
L	Lima	Y	Yankee
M	Mike	Z	Zulu



IT'S TIME TO FLY

Now you know a little more about what it takes to be a pilot. Hopefully, you're excited about getting started, but perhaps you still have questions. And that's fine. The only way you're going to know if learning to fly at a Cessna Pilot Center is right for you is to visit one.

Call your local center today and schedule your first flight. This introduction to flying with a trained instructor will give you the chance to become familiar with the airplane and the airport. You'll also take the controls and get a feel for what being a pilot is all about.

Anyone can go through life as a passenger. But if you have the urge to take charge and explore that undiscovered country within yourself, why wait another day?

RISE.[™]

Visit [LearnToFly.com](https://www.learn-to-fly.com) to find the Cessna Pilot Center near you. Then talk to an instructor, and get on the path to becoming a pilot today.



learntofly.com | Cessna Aircraft Company | cessna.com
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