

Private pilot. Your own horizon.

Learn to fly for personal or business travel, as a hobby or for adventure, and see the world differently. Private flying, without remuneration or operating commercial flights for others.

€13,694

including conditional credit

45

minimum flight hours

100

hours of online theory

Including flight credit rebate if PPL completed within 12 months. The €1,750 credit is for further training or aircraft rental with us, not an upfront cash discount. Crash courses excluded.

A course that fits your life

Train alongside work and family, in Dutch or English. Plan lessons and briefings around your availability, with 100 hours of online theory, classroom support or a tailored combination.

Confidence, one lesson at a time

Your instructor helps you build aircraft handling, navigation and decision-making skills. Theory, preparation, flying and debriefing connect each lesson to the next.

Choose your first step

Request a PPL intake, arrange a guided tour or ask about a one-hour Cessna 152 trial flight at the published price of €283. Availability and flight arrangements are confirmed personally.

The 3-12 month period is a planning indication, not a completion promise. Your availability, progress, weather and aircraft availability affect the schedule.

More value. More flexibility.

The advantages of the ExecutiveFlight approach: purposeful learning, with room for your work, family and budget.

A low-cost model by design

Inspired by Ryanair's low-cost model, we combine a lean organisation, extensive automation, leased partner aircraft and modular training at lower-cost European locations. Selected modules can be planned where operating and labour costs are lower.

Your pace, your monthly budget

Discuss a start date throughout the year, evening or weekend lessons and any pauses you need. Plan around work and family and pay in stages with Pay as you go. Availability and arrangements are confirmed personally.

Online learning with focused support

The Distance Learning System (DLS) combines self-study with a question bank. Arrange Homework Support for difficult topics and discuss online or classroom explanations. Use instructor time where it adds the most value, while studying at your own pace between sessions.

Learn by observing: backseating

Observe another student's flight from an available rear seat when the aircraft and instructor allow. See how briefings, checklists, decisions and debriefing come together in practice, then bring those observations to your own lessons.

Practise procedures at home

The academy can help set up a home simulator on your laptop. Rehearse procedures between lessons and discuss questions with your instructor. It supports preparation and does not replace required flight training.

Professional instruction, international experience

Breda is the base; European partner locations support selected modules. Experienced instructors connect practical experience with professional procedures. Different airfields and conditions broaden your experience; the agreed route determines where you train.

How to select a Flying School?

Controlled or a non-controlled Airfield?

In the Netherlands, there are very few non-controlled airfields left with a hard runway.

-If you train on a controlled airfield like p.e. Eindhoven, Maastricht, den Helder, Rotterdam or Lelystad, you incur hefty approach and/or landing fees, and during your training and you land 100 (Private Pilot) or 250 times (Commercial Pilot). These charges are usually outside your training quote.

-You also need to do a time-consuming and expensive course to obtain a badge to access the international airside of the airport

-These airports are very busy with commercial and/or military traffic with priority causing delays that make you lose expensive engine time

-You need to fly out of the airport zone (CTR) before you can start your training making you lose expensive engine time.

-these airports are very daunting and complex and unsuitable for basic training, pe Eindhoven Airport delivers PPL licenses after 100 hrs on average, compare that to the 45 hrs legal minimum flight time!

-Several exercises like Simulated Engine Failure (SFL) or Engine Failure after Take-Off (EFATO) are banned or only allowed sporadically. Being able to do these execs 5 times in a row shortens your learning curve.

Choosing your school.

Continued

Hard or soft runway?

-Airfields like p.e. Hoevenen, Midden Zeeland or Hilversum have a grass runway that often prohibits flight in autumn and winter due to wet muddy grass

Aeroclub or Commercial Flight Academy?

-People who can afford flight training are usually very busy. In an aeroclub, you will depend on people who have time to teach you. Other known spoilers are the weather and aircraft availability. It all adds up and before you know it you fly only once a month which is a guarantee for an 'eternal PPL' because of the lack of continuity. You need an organization that wraps itself around YOU, the customer instead of the other way around!

-Do you want to be trained by General Aviation (GA) hobby pilots or by Commercial Pilots who follow airline Standard Operating Practices (SOPs)? This is important for safety but also if you want to become a Commercial Pilot eventually...

-Your training needs to be in English since you need to do 2 English language tests during your PPL: The Language Proficiency Endorsement (LPE) and the RadioTelephony (RT) exam. If you DO NOT study in English you need to do 2 extra expensive and long courses to be able to pass these exams....Bear in mind that in aviation ALL and EVERYTHING is in English, so you'd better start immediately.

Choosing your school.

Continued

Flexibility

- Can you start every month or do you need to wait until a new season starts?
- Is theory given by the school or by a 3rd party and is it given online or live only?
- Can you fly 24/7, weather permitting? Does the school offer flexibility to fit the flight training sessions into your busy work and family schedule?

Price

- Does the school offer a discount pricing strategy?
- What are the school overheads like? How much staff do they employ?
- Are the planes fully owned or leased?
- Do they offer a 'Pay as u Go' payment schedule, so you are never tied to the school and incur a low risk if they go bankrupt or do you need to commit the full amount right at the start with heavy contractual commitments?

Reviews

- What is the reputation of the school on google and Trustpilot?
- What is their accident history?

All these factors can easily double the real price and duration of your Flight Training

From first lesson to first solo.

A clear training route, with room to learn at your own pace.

01 Meet and make a plan

Discuss your goals, experience, preferred language and weekly availability. Ask the academy which training location and learning format suit your plan, and arrange the relevant medical assessment before committing.

02 Build the theory

Complete 100 hours of online theory. Nine subjects cover air law, aircraft knowledge, principles of flight, navigation, meteorology, operational procedures, human performance, communications, and flight performance and planning (including mass and balance). Classroom support and individual Homework Support are available.

03 Learn in the aircraft

Develop handling, take-offs, landings, navigation and flight preparation. The standard PPL(A) minimum is 45 flight hours: at least 25 dual and 10 supervised solo hours, including 5 solo cross-country hours. The published course also includes 3 hours of instrument flying.

04 Progress to solo and the skill test

When your instructor confirms readiness, complete a solo cross-country flight of at least 150 NM (270 km), with full-stop landings at two other aerodromes. Prepare for the skill test, a Class 2 medical, a radiotelephony examination and an English language proficiency assessment (LPE). Minimum hours do not guarantee test readiness.

Minimum requirement vs. the priced package

The PPL package includes at least 45 flight hours on Cessna aircraft: 25 with an instructor and 20 solo. The detailed price table retains the published Cessna 172 package. Additional training may be needed; completion within these hours is not guaranteed.

A PPL is a route to non-commercial flying, subject to the privileges and ratings held. Medical suitability, licence eligibility and credits for previous experience are assessed individually.

What you learn in the aircraft.

Each phase combines preparation, a flight lesson and a debrief. Progress is based on readiness.

General handling

Learn straight-and-level flight, turns, climbing and descending, speed control and stall awareness and recovery. Learn to use checklists, understand aircraft limitations and make safe decisions rather than simply memorising actions.

Circuit flying and landings

Practise take-offs, the circuit, approaches, landings and go-arounds. Consistently safe performance matters; a set number of good landings is not an automatic solo authorisation.

First solo and consolidation

Before first solo, you need a valid appropriate medical and your instructor's authorisation and supervision. The academy also uses internal progress checks; confirm its current pre-solo theory requirements at intake. Solo circuit and local flights consolidate what you have learned.

Advanced handling and emergencies

Practise steep turns, simulated emergencies, forced and precautionary landings, and basic instrument flying. Exercises take place within aircraft, airspace and safety limits under instructor direction.

Navigation and cross-country flying

Learn charts, weather analysis, route and fuel planning, radio use and diversion planning, including an alternate aerodrome. Progress from dual navigation to supervised solo cross-country flying and the required 150 NM route with full-stop landings at two other aerodromes.

The skill test

An examiner assesses handling, navigation, procedures and emergency management. Your training organisation checks completion and recommendation requirements before the test. Extra training is arranged when needed; the legal minimum is not a promise of readiness.

Theory that connects to every flight.

The PPL programme includes 100 hours of online theory, with classroom or individual support as agreed.

Nine subject areas

Air law; aircraft general knowledge; principles of flight; navigation; meteorology; operational procedures; human performance; communications, and flight performance and planning (including mass and balance). These connect aircraft operation, rules, weather and human decision-making.

Distance learning and learning materials

Use the Distance Learning System, e-books or study manuals, instructional media and the question bank between lessons. Question practice supports understanding; it is not a promise of access to confidential live examination questions. Confirm access periods, optional printed books and required equipment.

Classroom, Homework Support and brush-up

Work through straightforward topics at home and bring difficult questions to an instructor. Ask for the current evening timetable, online meeting format and classroom options. Targeted Homework Support and a brush-up plan help connect your study to the examinations. Response arrangements are agreed with the academy.

Theory examinations and language

Theoretical knowledge papers require a pass of at least 75%. Arrange the examination authority, dates, language, fees, recommendation and validity deadlines with the academy. English radiotelephony training and its examination are separate from the English language proficiency assessment (LPE).

Before your skill test

Confirm that your PPL theory passes remain valid, required training is complete and the instructor's recommendation is recorded. Check the relevant medical, radiotelephony certificate, language endorsement and practical course-completion documents with the academy before booking the examiner.

Get ready. Keep your privileges current.

A practical checklist before training and after you qualify.

Education and age

There is no general school-diploma requirement for a PPL. Maths, physics and English preparation are helpful; the academy can discuss extra support. Under Part-FCL, aeroplane solo flight starts from age 16 and PPL issue from age 17, subject to the remaining requirements.

Medical assessment

A PPL normally requires an EASA Class 2 medical. Arrange an assessment with an authorised aeromedical examiner (AME) before significant training expenditure and before solo flying. The academy can help identify an examiner. Medical fitness, limitations and validity are decided by the examiner or licensing authority.

Your pilot supplies

Plan for books or e-books, current charts, navigation tools such as a ruler or protractor, a headset, pilot logbook and aircraft checklists. Ask the academy which materials it supplies and which you purchase separately. These external costs are not automatically included in the course price.

SEP class-rating revalidation

For the normal SEP(land) revalidation-by-experience route, the 12 months before rating expiry require 12 flight hours in the class, including 6 as PIC and at least 1 hour of refresher training with an FI or CRI, subject to permitted exemptions. You also need 12 take-offs and 12 landings. The refresher hour is included in the 12 hours. Alternatively, a proficiency check can be taken within the final 3 months.

After you qualify

The licence, rating, medical, language endorsement and passenger recency requirements are separate. An expired rating needs a renewal assessment and the applicable training/check, rather than ordinary revalidation. Review your dates and logbook with an instructor and plan refresher flying; the brochure is not a flight-operating checklist.

Plan the whole budget. Know the agreement.

A written specification makes it clear what is included and what remains outside the package.

The published flight package

The detailed table on the next page keeps the current Cessna 172 package: 25 dual and 20 solo hours, plus theory, overhead and radiotelephony items. Ask how aircraft operation, fuel, maintenance, simulator use where applicable, briefings and instructor time are specified in your agreement.

External and additional costs

Budget separately for pilot supplies and books; medical, licensing and language charges; theory and practical examinations; required landings; parking, handling or storage away from base; and any extra fuel or operating charges specified for other airports. Additional theory, briefings, flying and repeat examinations may be needed.

Travel and accommodation

Housing, travel, meals and overnight accommodation are separate planning items. Confirm any travel or accommodation costs for a student, instructor or examiner during a training trip. Ask about current accommodation options at the agreed partner location; historical hotel prices are not current offers.

Payment, pauses and cancellation

Pay as you go means staged payments, not a guarantee that no contract or cancellation obligations exist. Confirm your €2,420 instalment schedule, booking rules, pauses, remaining balances, refund terms and the final itemised specification before enrolling.

The conditional flight credit

The €1,750 credit requires PPL completion within 12 months and is for further training or aircraft rental with us, not an upfront cash discount. Crash courses are excluded. The published €13,694 figure includes this conditional credit; the full package is €15,444.

Understand the costs.

€13,694 including the conditional €1,750 flight credit rebate.

PPL theory (100 hours)	€945
Overhead and administration	€787
Radiotelephony course	€150
25 hours dual, Cessna 172	€8,398
20 hours solo, Cessna 172	€5,165
Published full package	€15,444
Conditional flight credit	-€1,750
Including conditional credit	€13,694

Including flight credit rebate if PPL completed within 12 months

The €1,750 credit is for further training or aircraft rental with us, not an upfront cash discount. Crash courses are excluded. Confirm your final itemised quotation before enrolling.

Pay as you go: €2,420 instalments

Not included are external costs like study materials, medical and licence issue fees, exams, landings, travel, accommodation and any additional training you may need. Confirm the full specification and payment schedule. Long briefings are optional and agreed as required.

Let's plan your first flight.

Email your goals and availability, or call for a PPL intake. An enquiry is not a confirmed appointment.

info@executiveflight.nl

+31 85 785 6165

executiveflight.nl

WhatsApp NL +31 6 3566 2695

WhatsApp Malta +356 7718 6987

Office

Henrik van Deventerstraat 39, 2563 XP Den Haag, The Netherlands

Airport - by appointment

Breda Int'l Airport Tower, Pastoor van Breugelstraat 93, 4744 RC Bosschenhoofd, The Netherlands

Sources and further information:

Course and pricing

EASA Part-FCL: training, examinations and rating validity