



EVERYTHING YOU NEED TO
KNOW ABOUT TRAINING TO BECOME
A COMMERCIAL PILOT WITH FTA



COMMERCIAL PILOT TRAINING EXPLAINED



WHAT TRAINING DO YOU NEED TO COMPLETE TO BECOME A COMMERCIAL PILOT?

To apply for a First Officer position with an airline within Europe, you require an EASA Pilot Licence known as 'Frozen' ATPL.

Upon successful completion of FTA's integrated course you will gain the following:

- Multi-Engine Commercial Pilot Licence (ME CPL)
- Multi-Engine Instrument Rating (ME IR)
- Passes in all 14 ATPL theory subjects (ATPLs)
- Multi-Crew Cooperation Certificate with Jet Orientation Course included (MCC/JOC)
- Upset Prevention Recovery Training (UPRT)

The European Licence completed in the United Kingdom is regarded as one of the best in the world, and our integrated course structure is viewed by the airlines as one of the most respected in the industry.

The European Licence complies with the International Civil Aviation Organisation (ICAO) and can typically be exercised globally and converted to that of another country.

WHAT ARE MY OPTIONS?

At FTA we offer two options for your pilot training – modular and integrated. The term 'modular', means that you complete each phase of flight training, in its entirety, one course after the other.

The modular section of this brochure explains a little more about how this works. This option is most suited to those who would prefer to complete their flight training over a more extended, or more flexible basis.

If you enrol on our integrated course, you will join at the same time as a number of other students and complete all the necessary phases of flight training, full-time back to back.

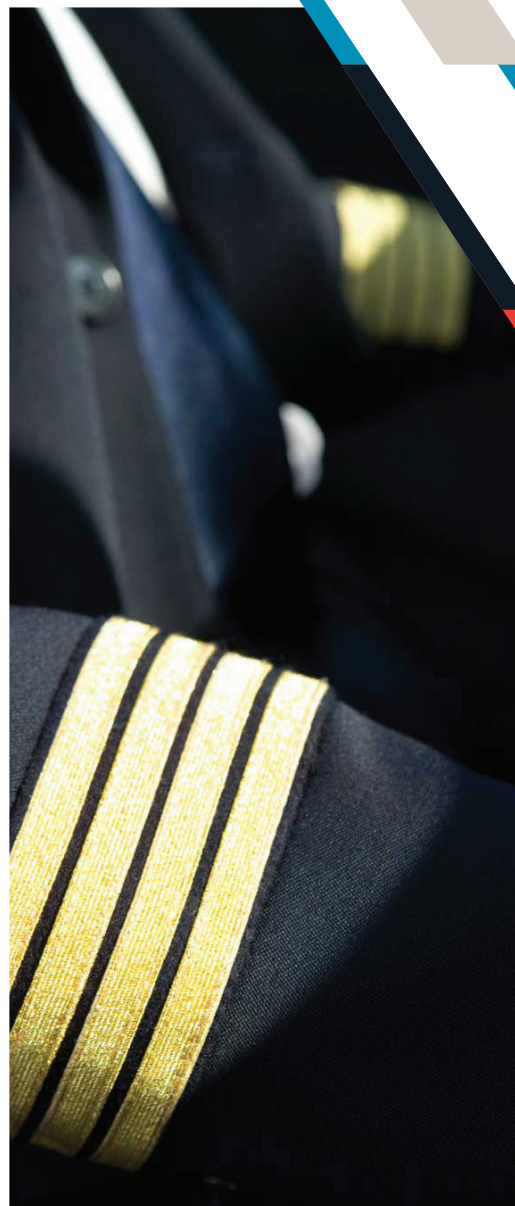
It is typical for this training to take 21-24 months and your course fees are paid over 12 months. Read on for more information regarding how the integrated course works, and the benefits that full-time training offers.

To view our full and current price list, please visit our website: www.fta-global.com

In this brochure, we try to explain everything you need to know about both modular and integrated training.

Identify which option suits you best and navigate to the correct section for full information.

If you have any additional, or specific questions please feel free to get in touch: 01273 455 177 | Admin@FTA-Global.com



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01 \ WHY FTA?

At FTA you benefit from all the advantages that training in the UK offers, plus many more.

Our training programmes are highly comprehensive and structured. We carefully design our training in order to ensure that what we deliver, is of the highest possible standard. This we do, whilst also ensuring optimum efficiency in our planning and operations.

The United Kingdom is one of the preferred locations that students choose to do their training for the following main reasons:

- English is the international language of aviation and training here is the perfect way to improve your English
- Great reputation gained through over 100 years of flying
- Complex and congested airspace
- High standards required by the examining body
- One of the best aviation safety records in the world
- Challenging weather conditions.

We help our students develop the skills, experience and confidence they need to achieve their ambition of becoming an airline pilot.



"I chose FTA primarily because all the training is carried out in the UK, so you learn to fly in all kinds of weather in modern training aircraft."

Charlie

[CLICK HERE TO READ MORE](#)

02 \ OUR PEOPLE

Our instructors and staff come from very diverse backgrounds and experience, from commercial airlines to the military.

We believe that this allows us to tailor our teaching methods to best suit the individual student and their needs.

All instructors that join our company have to pass a rigorous selection process followed by standardisation training.

The standardisation programme runs throughout the year to ensure all instructors are maintaining and teaching up to our required high standards.

Our instructors are friendly, professional and trained to above industry standards.



"The instructors at FTA are just brilliant... they are just out of this world. They seem to really enjoy helping you learn and progress. I've now finished my CPL and have returned to FTA to complete my MCC.

The day I passed my exam was great, I called my parents and it was almost a massive relief. I can't quite believe that I have done it - I will actually gain my frozen ATPL before my 20th birthday.

For me now the future is certainly flying. I want to experience as much as possible and fly as many different types of aircraft as possible. I do not want to ever look back with regret and wish I had or had not done something."

Yak

[CLICK HERE TO READ MORE](#)

03 \ CAMPUS LIFE

Our home is Brighton City Airport, which is the perfect environment for study. Our training school comprises of several buildings across the airport, which is lively with a wide range of businesses, aircraft and visitors. The airport features a popular restaurant, which serves with great homemade food and has outside seating with airside views.

Our main building, Wingfield House is the heart of the school where students can be seen working hard, socialising and making the most of the library, PC-based training simulators and facilities.

Wingfield house is more than just a great place to study, it is a lively and cheerful environment where you can study, interact with staff, instructors and fellow students. Shoreham's town centre is a short walk away and has a number of shops, bars and restaurants. It is easy to understand why our students choose to live within minutes of the airport. Learn more about the options and support we offer with finding your perfect home on our accommodation page.

The Sussex coast in general is perfect if you love to get outdoors and enjoy nature and the countryside. Surfers, swimmers and kayakers can flock to the sea during their time off, and the many parks provide facilities to play football, tennis, cricket and other sports.

"With FTA, you make lots of new friends whose goals are the same as yours. This enables you to grow as a person and create a strong bond with them. We go out to restaurants in our spare time and usually partake in fun activities such as Bowling and Golfing. There is always enough time in between training to wind down and enjoy video games..."

Taariq

[CLICK HERE TO READ MORE](#)





04 \ LOCATION

Brighton City Airport is the UK's oldest continuously licensed airport and the site of the first commercial flight in Britain. Pilots have trained at the airport for over 100 years and the area is renowned for its ideal conditions for learning to fly.

The prime position offers manoeuvring areas East and West of the airport for general handling and has access to the airways system for the more complex IFR (Instrument Flight Rules) routes.

Central Brighton is nearby and has a cosmopolitan, friendly and creative atmosphere. It also offers a great nightlife and a character unlike anywhere else in Britain. People from all over the world come to Brighton to study, work and live.

Its bohemian and welcoming spirit make it an excellent place for overseas students to discover British culture. Within minutes of the city centre there is the stunning South Downs – a designated area of outstanding natural beauty.

[READ MORE ABOUT SHOREHAM-BY-SEA](#)





05 \ BEFORE YOU START

An aeromedical examination is an essential requirement; the purpose of which is to ensure that you meet the standard medical requirements to operate an aircraft.

To work as a First Officer you will need a Class One Aeromedical Certificate and you need to have this in place before you start your training.

AEROMEDICAL CERTIFICATES

Medical certificates need to be revalidated every year, so it is essential to maintain high levels of fitness and health to train and work as a pilot.

It is your responsibility to ensure that you have a current and valid Class One Medical Certificate before you start your commercial pilot training and a copy of your valid certificate is required when you submit your admission form.

START THE PROCESS EARLY

You make the appointments direct with your chosen Aeromedical Centre (AeMC) six months in advance of the start of your training. These are specially approved medical facilities authorised to issue initial EASA medical certificates for pilots.

WHAT ARE THE COSTS?

We suggest a budget of £500 to £600 for obtaining your medical certificate; however, costs may vary according to which Aeromedical Centre you choose, and whether any additional investigations/tests are required.

WHAT SHOULD I EXPECT?

A medical examination and the required tests will take around half a day (up to four hours) to complete. There are certain items you will need to complete before hand.

If you wear glasses or contact lenses for example, you must bring your most recent optician's report along to the examination. Your AeMC will be able to help you with any additional individual preparations you need to make before your appointment.

One of the items you must bring is your application form, a copy of which can be found here.

Once you have passed your medical examination, your medical certificate can be issued on the same day (if all the standards are met). However, if the required standards are not met or further investigations are necessary before a decision on medical certification is possible, then issuing a certificate will take longer.

FTA requires a copy of your current and valid EASA class one medical certificate before you start your course. You will not be permitted to fly an aircraft until a copy has been provided.

[READ MORE INFORMATION ONLINE](#)



06 \ STUDENT SERVICES

GENERAL SUPPORT AND ASSISTANCE THROUGHOUT YOUR TRAINING

We pride ourselves on the accessibility of our instructors and students should also always feel that they can approach their instructors about any issue with their training. For everything else, we have our student services team.

The role of our Student Services Assistant is to ensure the well-being of our students. Your welfare is very important to us, and we assist students with the following throughout their time at FTA:

- Personal needs and requirements
- Finding suitable accommodation
- Travel arrangements
- Registration with authorities
- Medical requirements
- Social programmes
- Student Support
- Mentoring.



"Everyone is resourceful and are never afraid to help you. From day one you realise that FTA's mission is to help you succeed in your training and I believe that the flight and ground instructors go above and beyond to achieve that."

Justin

[CLICK HERE TO READ MORE](#)



STUDENT SERVICES

We offer a number of additional services so that you can focus on what is most important – your training experience.

We take pride in the fact that we are constantly in contact with our students keeping them updated on multiple platforms to ensure that our messages are getting across to as many people as possible. We have set up a Facebook group titled 'FTA Family', where we post regular updates on day-to-day operations, upcoming events and news articles/online content we think our cadets would enjoy.

STUDENT SOCIALS

We know how much time and effort goes into training here with us, so we like to make sure that you are having some time to relax and get to know your fellow students, instructors and staff.

Throughout the year, we like to make sure there is time to celebrate achievements and special occasions. Our annual Christmas party is a great opportunity to celebrate another great year at FTA with music, food and games. We also like to keep everyone in the know of events taking place along the south coast and as many aviation related events as possible.

STUDENT COLLECTIVE

For a new way to promote the interest, education, training and welfare of students, we launched the FTA Student Collective. They aim to put forward the ideas, suggestions and comments from the student body to FTA Management on a regular basis, and then to feed back the results and considerations to the student body as a whole.

The purpose of this is to support FTA management whilst they continue to achieve their objectives and uphold the interests of students throughout their time here at FTA.

07 \ ACCOMODATION

We do not provide accommodation as part of your training package. Instead, we offer full support with finding accommodation that suits your needs.

There are many factors to take into consideration when considering flight training and accommodation is one of them. We recognise that if this is your first time away from home, or you are arriving from another country, finding a safe, relaxing and suitable home can seem quite daunting. Our privileged location on the south coast lends itself to a wide array of stunning and beautiful scenery.

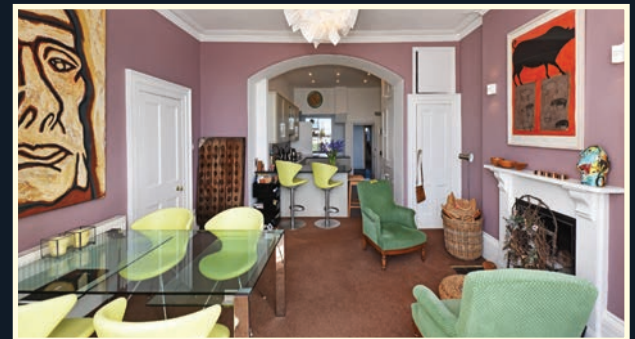
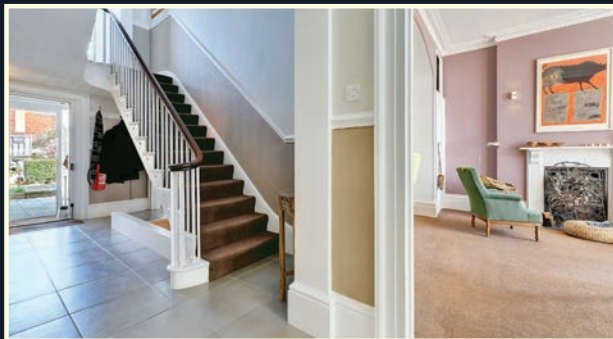
Our closest town, Shoreham-by-Sea, is ideally situated for those in need of a variety of accommodation and entertainment options. We have a vast database of approved host providers within walking distance. Our students enjoy being able to access Brighton, one of the UK's most vibrant cities whilst also living in an idyllic location such as Shoreham Beach.

We also have a range of hosts in the surrounding area such as Hove, Lancing, Worthing and Steyning. All those registered on our database offer accommodation options at a competitive price and some of the options are as follows:

- Guesthouses
- Placement with a host family
- Lodging
- Serviced and self-contained apartments and studios.

Our priority is to help you find a home that is close to the airport and fits within budget. Not every student wants the same kind of property, which is why we ensure we have a wide range of options and providers available for you. Whether it is shared accommodation, a host family, private apartment or room with a pool, we have options for you.

Some samples of local accomodation (homestay).



08 \ OUR AIRCRAFT

PIPER PA28

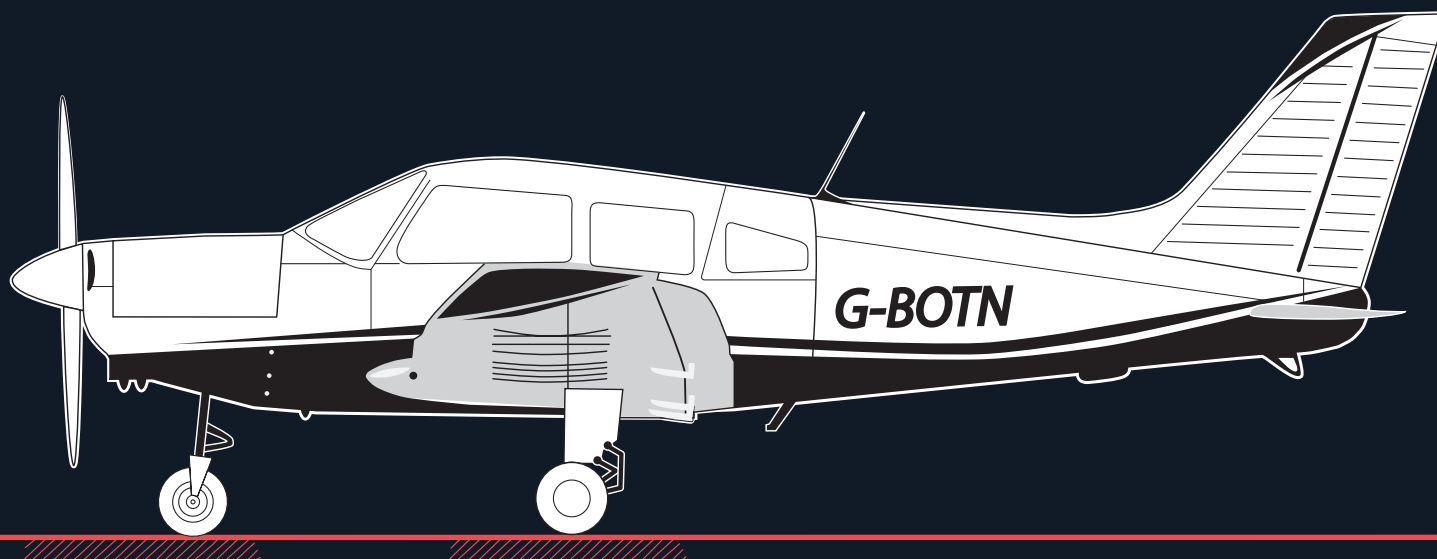
During flight phases one to three you will learn to fly in a Piper PA28, Lycoming engine, 4 cylinder direct drive horizontally aligned air-cooled.

Dependable and resilient with responsive handling, the Warrior is an ideal aircraft for the demands of student pilot training.

WHAT THE MANUFACTURER SAYS:

The four-place Piper Warrior has been a flight school favourite since its inception.

Built on the same quality of its Cherokee ancestry, the Warrior comes equipped with a 160 hp Lycoming engine. The Warrior is an exceptional training platform to meet a multitude of flight school requirements.



PIPER PA28

We are committed to providing students with a modern fleet of aircraft for training. With one of the best safety records of any light aircraft in operation today, the four seat, single-engine Diamond Star DA40 is the ideal aircraft for training commercial pilots.

The aircraft you will use during your course are as follows:

- Piper PA28 Warrior
- Diamond Star (DA40) EFIS
- Diamond Twin Star (DA42) EFIS.

DIAMOND STAR

You will fly in our Diamond DA40 aircraft during 'Phase Four' of the integrated programme.

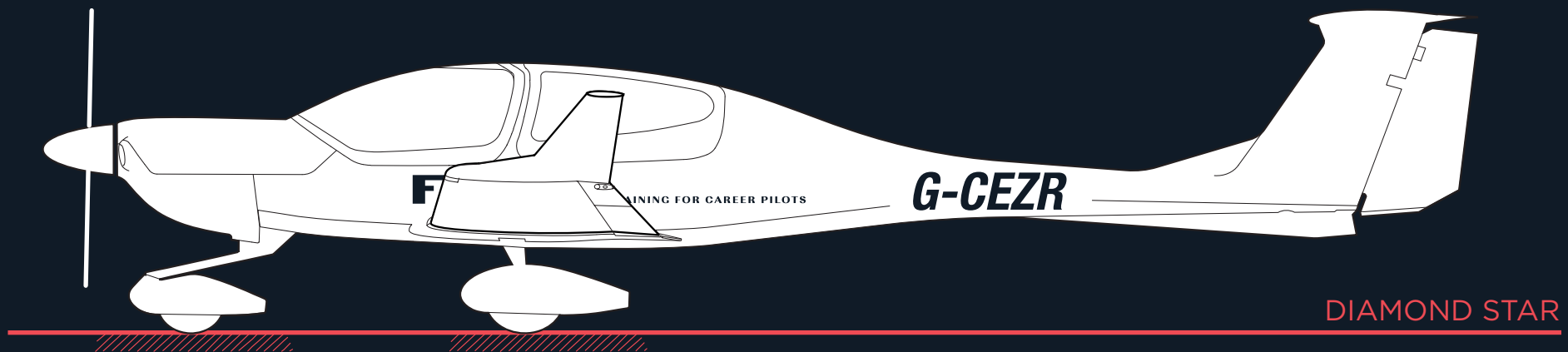
Phase Four is one of the final, and advanced stages of your flight training.

WHAT THE MANUFACTURER SAYS:

The DA40 is designed and developed by pilots passionate about flying.

Your first impression will be the sheer joy of taking to the air. Its quick take off into the air, the good response of the push-pull rod-activated controls, the panoramic visibility out of the large canopy.

The powerful Garmin G1000 cockpit provides the pilot with a variety of helpful information just right at your fingertips.



DIAMOND TWIN STAR

The four-seat, twin-engine, propeller-driven Diamond Twin Star DA42 is one of the most advanced light aircraft in the world.

Made of carbon-composite materials, the DA42 is strong and excellent for trainee commercial pilots. The aircraft's safety record is exceptional, and the instruments are almost identical to those found in commercial airliner flight decks.

What the manufacturer says:

Elegant. Efficient. Superior power. Outstanding performance. Impressive long-range cruising capability.

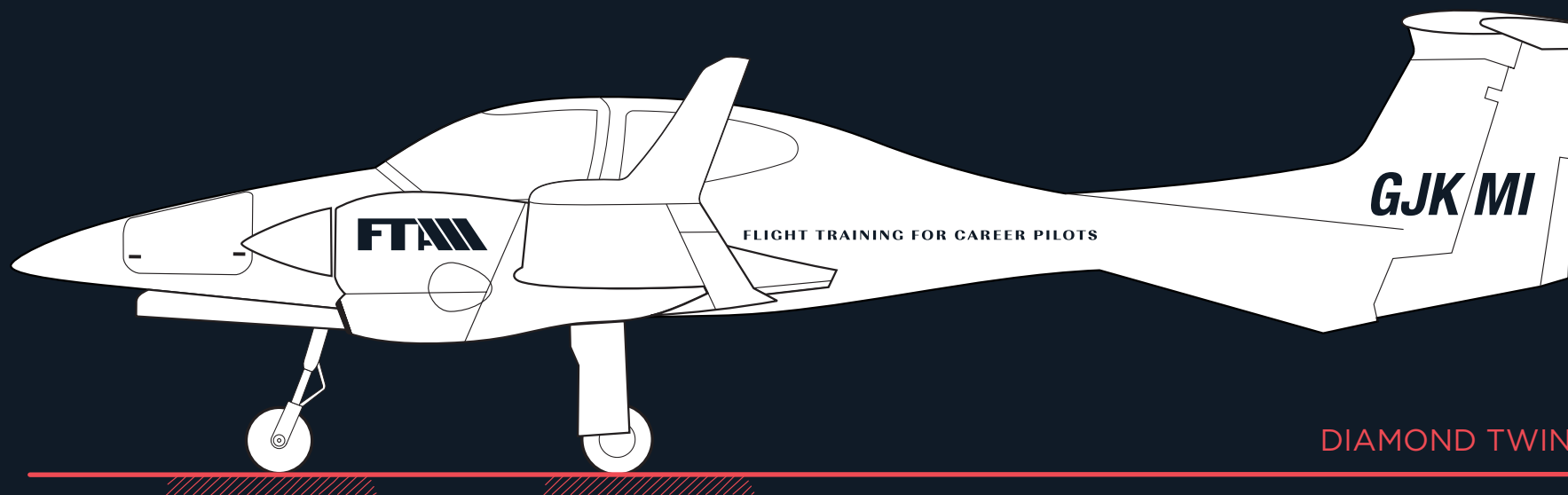
The DA42 combines generous refinement with Diamond Aircraft's characteristic quality and sophistication. This aircraft exceeds your expectations.

SIMULATORS

The simulators used during the latter stages of your course are:

- Diamond Twin Star DA42
- Boeing 737-800W fixed-base FTD

Our aircraft are maintained in accordance with stringent European regulations.



DIAMOND TWIN STAR

09 \ AIRLINE PREPARATION

At FTA, we don't place our cadets, they place themselves. We strongly believe in developing our cadets' skills to help them become the best pilots they can possibly be; whilst at the same time allowing them to broaden their horizons and future career prospects.

Our partner organisations, AirlinePrep and jetMASTERCLASS offer specialist training to all our integrated students as standard.

Our modular students are also able to attend the same training - giving everyone the same opportunities to be completely prepared for First Officer positions and the job application process.

Our graduates go on to secure roles with major airlines globally including EasyJet, Ryanair, Jet2.com, Etihad and many more.

READ OUR STUDENT TESTIMONIALS

For full, up-to-date and transparent information regarding our employment statistics, please visit our website:

www.fta-global.com

"Just one week after having submitted my application to Ryanair (via CAE), they sent me the precious email saying that I will soon be invited for an interview.

Four weeks after my application, I went to Dublin for the interview and one week after I got the positive answer.

To be honest, I wasn't expecting to secure a job that quickly, I feel really lucky! I was also pleasantly surprised to meet former students of FTA during the type rating in East Midlands..."

Thibault

[CLICK HERE TO READ MORE](#)





**INTEGRATED /
FULL-TIME TRAINING**

010 \ THE INTEGRATED FLIGHT DECK PROGRAMME

You can enrol on our Integrated Flight Deck Programme with little or no flying experience, and progress to completing a 'Frozen ATPL' in less than two years. The entirety of the training is completed from our base at Brighton City Airport, with all the flight phases completed in the UK.

We do however suggest budgeting an extra 20% to cover unexpected eventualities.

The training is comprehensive and structured, designed to deliver the highest standard of instruction in the most efficient way.

FTA is renowned for its excellent teaching standards and world class training. When you finish you will gain the following, and be able to apply for First Officer roles with recruiting airlines:

- Passes in all 14 ATPL theory subjects (ATPLs)
- Multi-Crew Cooperation Certificate with Jet Orientation Course (MCC/JOC)
- Upset Prevention Recovery Training (UPRT)
- Multi-Engine Commercial Pilot Licence (ME CPL)
- Multi-Engine Instrument Rating (ME IR).

REASONS TO TRAIN IN THE UK

There are many advantages to training in the UK, however some of the top reasons given are as follows:

- English is the international language of aviation and training here is the perfect way to improve your communication skills
- Complex and congested airspace
- High standards required by the examining body
- One of the best aviation safety records in the world
- Challenging weather conditions.

Our instructors and staff come from very diverse backgrounds and experience, from commercial airlines to the military. We tailor our teaching methods to best suit the individual student and their needs.

You do not need to complete a pre-entry assessment to enrol. We follow the industry standard for entry requirements, which are as follows:

- At least five GCSEs (to include Maths, Science and English). It would also be an advantage to have two A levels or an equivalent.
- Be aged 18 years old
- Possess (or have booked) an EASA class one medical.

Please contact us for an admission pack, to book a visit, or ask any question about our training.

011 \ ENTRY REQUIREMENTS

To enrol, we ask that candidates should hold at least five GCSEs (to include Maths, Science and English) and it would also be an advantage to have two A levels (or equivalent).

The minimum age for enrolment is 18.

An EASA Class one medical certificate is also required for more information about what to expect from your medical click [here](#).

The examinations take place at your chosen Aeromedical Centre.

PRE-ENTRY ASSESSMENT

You do not need to complete a pre-entry assessment to enrol with FTA. We recommend that you complete an assessment with an impartial body, so the outcome will be wholly unbiased.

The Honourable Company of Air Pilots currently offer assessments.

For full information, please visit www.airpilots.org

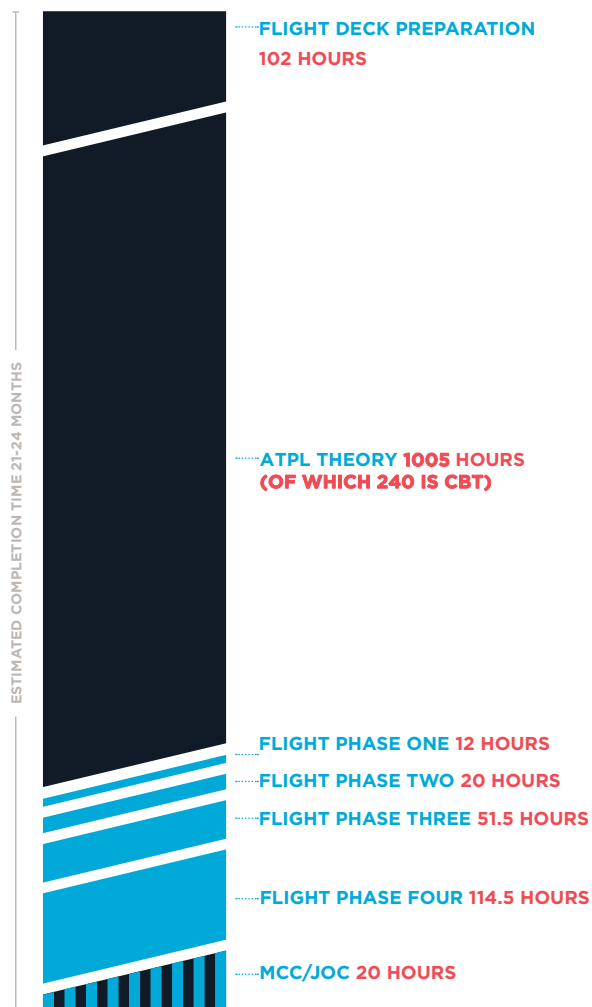
"We get to go out into Brighton and socialise outside of flight school which is really important when studying for such an intensive course for 18 months."

Mark

[CLICK HERE TO READ MORE](#)



012 \ COURSE STRUCTURE



Commercial pilot training consists of theoretical and aircraft flight instruction. Phases one, two, three and four are spent in various aircraft and simulators and account for 43% of the total course time.

When you finish you will gain the following, and be able to apply for First Officer roles with recruiting airlines:

- Multi-Engine Commercial Pilot Licence (ME CPL)
- Multi-Engine Instrument Rating (ME IR)
- Passes in all 14 ATPL theory subjects (ATPLs)
- Multi-Crew Cooperation Certificate with Jet Orientation Course (MCC/JOC).

"It was not only for the attractive price, the accessibility of the instructors who are present and listening and the consistent fleet regarding the number of students."

Julie

[CLICK HERE TO READ MORE](#)

*The default course structure is as illustrated in this brochure, however this may be subject to change. The order of your training will be confirmed four weeks before you start.

KEY:

THEORY FLIGHT BOTH

FLIGHT DECK PREPARATION

HOURS

102

The first few weeks are the ideal opportunity for a detailed introduction of airport operations and flight planning.

The default structure for our integrated course starts with ATPL theory. And we offer all new starters the opportunity to backseat another student's training flight.

The aim of this additional element to the induction is to motivate and inspire students as to what is ahead.

AIRLINE TRANSPORT PILOT LICENCE (ATPL) THEORY

HOURS

765 classroom-based instruction and 240 computer-based training (over 9 months)

We are proud to deliver a residential ATPL Theory course like no other. Our new ATPL Theory course is delivered over nine months and includes a computer-based (CBT) learning package, this is in addition to Padpilot (electronic material) which is delivered in the classroom.

We also arrange the school day so students can retain higher levels of concentration during lessons. Students then spend two hours taking advantage of the CBT modules before revising and consolidating for the next day.

This blended learning solution ensures that the content taught is highly, visual and offers something for a wide range of learners.

The ATPL theory part of the Integrated Flight Deck Programme contains 14 subjects which are divided into three modules:

MODULE ONE

- Meteorology
- Aircraft General Knowledge
- Air Law
- IFR Communications
- VFR Communications.

MODULE TWO

- Principles of Flight
- Instrumentation
- Performance
- Flight Planning.

MODULE THREE

- Operational Procedures
- General Navigation
- Radio Navigation
- Human Performance and Limitations
- Mass and Balance.



013 \ FLIGHT PHASES



PHASE ONE

AIRCRAFT USED

PIPER PA28 WARRIOR

HOURS

12

During this phase, you will learn all the manoeuvres and airmanship required for the operation of an aircraft. The training will include take off, general handling and landing. You will also start to operate the radio.

At the end of this phase, you will be ready for your first solo flight.

PHASE TWO

AIRCRAFT USED

PIPER PA28 WARRIOR

HOURS

20

This part of the course will improve your aircraft handling skills, and you will complete approximately 10 hours of solo time.

PHASE THREE

AIRCRAFT USED

PIPER PA28 WARRIOR

HOURS

51.5

During this phase you will build the required solo hours to progress on to the next stage of your flight training and gain valuable experience in visual flight, navigation and general handling.

PHASE FOUR

AIRCRAFT USED

DA40 EFIS, DA42 EFIS, DA42 FNPT II EFIS Simulator

HOURS

114.5 / over 4 to 5 months

This part of the course is deemed to be one of the most challenging. When you finish this flight phase you will possess all the necessary skills to commercially operate single and multi-engine aircraft.

You will learn how to fly the aircraft by sole reference to instruments under Instrument Flight Rules (IFR). This flight phase also includes Upset Prevention Recovery Training (UPRT).

You will also learn how to:

- Commercially and safely operate the aircraft in controlled airspace during normal and abnormal operations
- Operate and use complex systems like the FMS, FADEC, A/P, de-icing and anti-icing systems and air-data computer.



014 \ MULTI-CREW COOPERATION / JET ORIENTATION COURSE (MCC/JOC)



SIMULATOR USED

Fixed-base Boeing 737-800W Simulator

HOURS

20 / over two weeks

At the end of your pilot training you will need to complete a Multi-Crew Cooperation Course (MCC), this we deliver through our partner JetMASTERCLASS.

The training offers more than a standard MCC and includes a Jet Orientation Course on a high-fidelity fixed-base Boeing 737 - 800W simulator at a training facility near London Gatwick Airport.

The MCC/JOC exposes pilots to training that is focused on developing the highest standards of manual flying, pilot competencies and behaviours - all in preparation for the airlines.

The training consists of the following:

- 10 training days
- 20 hours of practical training (10 x Pilot Flying, 10 x Pilot Monitoring) on a Boeing 737 - 800W fixed-base FTD
- 33 hours of theoretical training (MCC, JOC + airline readiness).

The training forms an integral part of FTA's Flight Deck Programme and places an increased focus on airline-specific training.

All students have the opportunity to upgrade their MCC/JOC to include Airline Pilot Standards (APS) known as an APS/MCC.

Further information is available on

www.fta-global.com/airline-preparation-training

015 \ HOW TO ENROL

We are getting booked up further and further in advance, and so it's important to get in touch and check availability sooner rather than later.

You also need to get your medical examination booked in and completed six months in advance of your training, see our page on 'aeromedical examinations' for more information.

To inquire about the next start date and book your place, email admin@fta-global.com

To secure a place on a course, we require an initial payment of £14,000. The remaining balance of the course fee is paid in 12 equal monthly payments.

CREDITS FOR PREVIOUS EXPERIENCE

If you already hold an ICAO PPL, you may be eligible for a course hour and subsequent price reduction. The hours you can count towards the course depends on your experience and whether you hold a night rating. Please contact us for more information.

IF YOU HOLD AN ICAO PPL

50% of your hours up to a maximum of 40 at the discretion of the Head of Training.

IF YOU HOLD AN ICAO PPL AND NIGHT RATING

50% of your hours up to a maximum of 45 at the discretion of the Head of Training.

For every hour that is deducted from the course, a credit of £220 will be applied to your training account.

Prices include VAT (at 20%, where applicable), based on completing the course in minimum hours and may be subject to change without notice.

Terms and conditions apply.





"I chose FTA for my training because I wanted to complete my training to a high standard."

By training in the UK I could also spend time improving my English which is very important in this industry."

Andrew

[CLICK HERE TO READ MORE](#)



MODULAR LEARNING

016 \ WHY MODULAR?

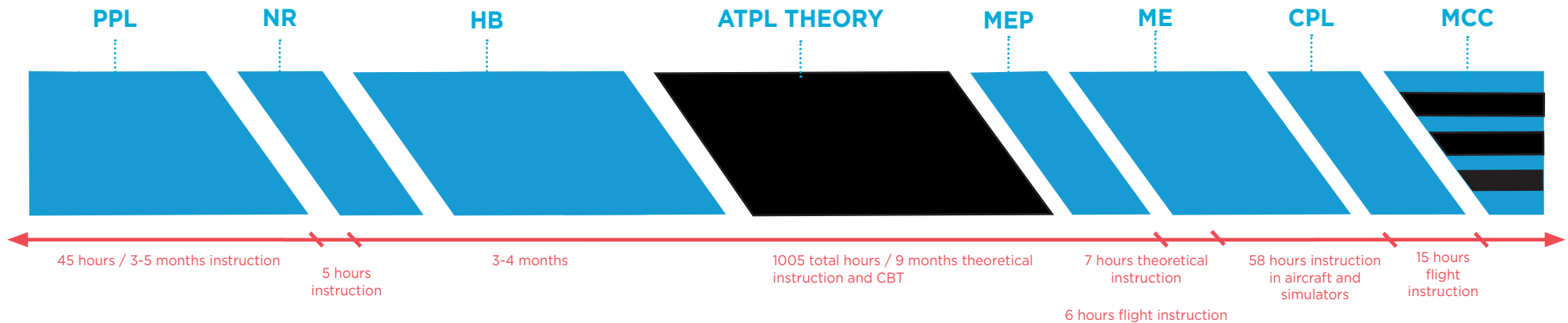
At FTA, we are proud to deliver a variety of different training options that suit your needs.

Modular training is a great way to achieve your dream of becoming a professional pilot in a more flexible manner.

You can complete each stage of your commercial pilot training on a module by module basis, fitting work or study commitments around each phase.

You don't need to complete all your flight training in a single school or country. At FTA we welcome students who have already embarked on their training or want to transfer from other schools.

Whatever your situation, FTA has a solution.



017 \ PRIVATE PILOT'S LICENCE & NIGHT RATING

PRIVATE PILOT'S LICENCE (PPL)

COURSE DETAILS

AIRCRAFT

PA28

HOURS

45

COURSE BREAKDOWN

- Ground school: multiple-choice examinations
- Dual flying: 25-35 hours
- Solo flying: 10 hours
- Total flying: 45 hours

This module teaches you the fundamentals of flight and airmanship.

This is an exciting course that will see you progress from your very first flight, through to your first solo (flying on your own) and flying confidently alone. At the end of your training you will complete a flight test and (upon successful completion) be awarded an EASA PPL (A).

The EASA PPL (A) is a licence that allows unrestricted visual flight anywhere in Europe.

Nine theoretical exams must be passed as part of this course, to include:

- Air law
- Human performance
- Meteorology
- Communications
- Principles of flight
- Operational procedures
- Flight performance and planning
- Aircraft general knowledge
- Navigation.

ENTRY REQUIREMENTS

- Current EASA Class two medical certificate before first solo flight
- Minimum age: 18

NIGHT RATING (NR)

COURSE DETAILS

AIRCRAFT

DA40 EFIS / PA28

HOURS

5 / 3-4 days

The perfect addition to a PPL, the Night Rating allows you to fly during the hours of official night visually.

During this module, you will fly 5 hours at night and will complete 5 take-offs and landings as pilot in command, to complete the night requirements for the upcoming CPL.



018 \ ATPL THEORY

COURSE DETAILS

HOURS

The total hours in this module are 1005 of which 765 hours are class-based instruction and 240 hours are computer-based training (CBT). The course is delivered over nine months.

This course is designed to teach you all the theory that is required in order to safely and professionally operate aircraft in a commercial environment.

Few commercial flight schools offer ATPL theory as a residential course, with many offering distance learning or a part-time solution.

Our residential ATPL programme offers a number of benefits over distance learning; training in a classroom allows students to ask specific questions of the instructor whilst also learning at the same pace of their classmates.

There is also the benefit of periodic one to one reviews with an instructor throughout the training, which are the perfect opportunity to reflect on an individual's performance and share any concerns about upcoming subjects or exams.

Our instructors offer a 'blended learning' approach to ATPL Theory which means that students have access to both Computer Based Training (CBT) in addition to electronic training materials (Padpilot).

We offer this solution so that the material is made accessible to a broad range of learners.

We are proud to be launching a course like no other in the industry and our aim is to offer the single best ground school experience the industry has to offer.

After every completed module the corresponding exams are taken at the CAA at Gatwick. The 14 different subjects explored in ATPL theory are split into three modules.

MODULE ONE

- Meteorology
- Aircraft General Knowledge covering; power-plants, systems and electrics
- Air Law
- IFR Communications
- VFR Communications.

MODULE TWO

- Principles Of Flight
- Instrumentation
- Performance
- Flight Planning.

MODULE THREE

- Operational Procedures
- General Navigation
- Radio Navigation
- Human Performance and Limitations.
- Mass and Balance.

019 \ MULTI-ENGINE PISTON CLASS RATING

COURSE DETAILS

AIRCRAFT

DA42 EFIS

HOURS

6 Hours flight instruction and 7 hours theoretical instruction / 2 weeks

During this module you'll learn to fly the Diamond DA42, a state of the art twin engine aeroplane with systems found in today's airliners.

Seven hours of ground school will take you through the more complex aspects of these fantastic aircraft, including variable pitch propellers, aircraft systems and asymmetric theory.

You will learn to handle the aircraft with both two engines and one, a new, enjoyable and important challenge to learn!



020 \ MULTI-ENGINE INSTRUMENT RATING

COURSE DETAILS

AIRCRAFT

DA40 EFIS, DA42 EFIS, DA42 FNPT II EFIS Simulator

HOURS

59 Hours / 2-3 months

You will have acquired the necessary skills to commercially operate single and multi-engine aircraft to the standards required visually.

You will now learn how to fly the aircraft by sole reference to instruments under Instrument Flight Rules (IFR).

You will learn how to commercially and safely operate the aircraft in controlled airspace during normal and abnormal operations. This part of the course is deemed to be one of the most challenging.

You will also learn how to operate and use complex systems like the FMS, FADEC, A/P, de-icing and anti-icing systems and air-data computer.

You will have all the knowledge required to complete crucial pre-flight, during flight and post-flight duties at a professional level that will exceed the industry standard.

SECTIONS COVERED:

- Flight Planning
- Operational Procedures
- Advanced Manoeuvres and Handling
- Navigation
- Radio Telephony
- Instrument Flight Rules
- Operation of complex multi-engine aircraft:
 - FADEC (Full Authority Digital Engine Control)
 - EFIS (Electronic Flight Instrument System)
 - FMS (Flight Management System)
 - ADC (Air Data Computer)
 - AP (Autopilot).
- Anti-ice
- Emergency procedures
- Advanced instrument flight
- Ground based navigational station operation
- Radio navigation
- Stall recoveries
- Unusual attitude recoveries
- Limited panel training
- Standard instrument departures
- Joining, departing and flying an airways system
- Standard instrument arrivals
- Precision and non-precision instrument approaches
- Missed approach procedures.

021 \ MULTI-ENGINE COMMERCIAL PILOTS LICENCE



COURSE DETAILS

AIRCRAFT

DA40 EFIS, DA42 EFIS,

HOURS

15 / 1-2 months

By now you will have completed all of your Pilot in Command hours necessary to be tested for your Commercial Pilots Licence.

Your training will focus on perfecting the skills you have already learnt, particularly in VFR (Visual Flight Rules) navigation and advanced manoeuvres.

All of the training will lead to your CPL (Commercial Pilot Licence) skills test, where you must demonstrate to an examiner that you have the necessary skill and judgement to move on to an international airline carrying hundreds of passengers.

022 \ MULTI-CREW COOPERATION/ JET ORIENTATION COURSE (MCC/JOC)

COURSE DETAILS

At the end of your pilot training you will need to complete a Multi-Crew Cooperation Course (MCC), this we deliver through our partner JetMASTERCLASS.

SIMULATOR USED

Fixed base Boeing 737 - 800W

HOURS

20 / 2 weeks

The training offers more than a standard MCC and includes a Jet Orientation Course on a fixed-base Boeing 737-800W simulator at a training facility near London Gatwick Airport.

The MCC/JOC exposes pilots to training that is focused on developing the highest standards of manual flying, pilot competencies and behaviours - all in preparation for the airlines.

The training consists of ten days training, comprised as follows:

- 10 training days
- Practical training
 - 10 hours pilot flying
 - 10 hours pilot monitoring (on a Boeing 737 - 800W fixed-base FTD)
- Theoretical training (MCC, JOC + airline readiness)
- 33 hours classroom-based tuition
- 33 hours of theoretical training (MCC, JOC + airline readiness).

The training also forms an integral part of FTA's Flight Deck Programme and places an increased focus on airline-specific training.

All students have the opportunity to upgrade their MCC/JOC to include Airline Pilot Standards (known as an APS/MCC).

Further information is available [here](#).

FTA OFFERS THE **MULTI-ENGINE PISTON** AND **INSTRUMENT RATINGS** WITH THE **COMMERCIAL PILOT'S LICENCE** AS A PACKAGE

If you already have an EASA PPL, ATPL theory, Night Rating and 100 hours PIC then you're well on your way to becoming a commercial pilot.

If you complete your MEP, ME IR and ME CPL training with us full time (in this order), you are eligible to pay a package price (click here for more information).

The modules usually take a total of 4-6 months to complete, subject to weather and student performance.

COURSE DETAILS

We provide full training on our Garmin G1000-equipped Diamond DA40 and DA42 Twin Star aircraft, coupled with a state-of-the-art and CAA-certified FNPTII Diamond DA42 Twin Star simulator.

MEP RATING

- 6 hours dual flight time, broken down as follows:
 - 2.5 hours dual flight time - completed under normal multi-engine operation conditions
 - 3.5 hours dual flight time - completed on engine failure and asymmetric flying
- 7 hours theoretical studies
- Theory exam.

MULTI-ENGINE INSTRUMENT RATING (ME IR)

- 24 hours minimum of dual instruction in single and twin-engine aircraft.

MULTI-ENGINE COMMERCIAL PILOT LICENCE (ME CPL)

- 15 hours (total)
- 10 hours in a DA40
- 5 hours in DA42.

ENTRY REQUIREMENTS

- EASA Class one medical certificate
- Valid ICAO PPL
- 100 hours PIC and a minimum of 159 hours total time
- 50 hours cross-country PIC. At least 1 of the cross-country flights must have been at least 300nm, and included two full stop landings at two different aerodromes
- Night Rating
- Passes in all relevant ATPL theoretical exams, as set out in the EASA FCL
- 18 years old.

HOURS

80 / 4-6 months

023 \ WHAT DOES MY COURSE FEE INCLUDE?

Our modular courses include the following:

- All the aircraft, simulator and instructor hours as per course syllabus
- Fuel
- Airport fees as per course syllabus

If enrolled on the Instrument Rating Course then electronic charts (a one year subscription) are also included.

An airline interview and CV writing workshop is also included in the price of your MEP/ME IR/ME CPL course fee (when you complete these modules back to back as per the three-course package).

Course fees can be paid on a pay-as-you-fly basis.

PAYMENT STRUCTURE

To secure a place on a course, we require a deposit of £1000. Course fees are then paid as you fly, topping up as necessary to maintain a positive balance.

The deposit is refunded upon completion of the course as per our terms and conditions.

Please note that for the ATPL Theory course the entire amount is due on booking.

All prices include VAT (at 20%, where applicable).



024 \ HOW TO FIND US

BRIGHTON CITY AIRPORT

TRANSPORT

ROAD

From Gatwick / London - M23/A23 to A27

TRAIN

Brighton City Airport offers excellent train links to London, Brighton and coastal towns.

BUS

The bus stop is only a 10 minute walk from the airport Terminal Building. Stagecoach services run across the coast between Brighton and Portsmouth. Brighton & Hove buses also offer frequent services across Brighton and Shoreham.

More information about bus and rail services is available online:

www.traveline.info



