



INTEGRATED PILOT TRAINING

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



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01 \ \ ABOUT FTA



"An important reason for selecting FTA was the value for money over other flight training schools.

Why would I want to spend over thirty thousand pounds more for the same licence? I had my heart set on FTA and didn't need to visit anywhere else."

Ryan Stanton

[CLICK HERE TO READ MORE](#)

We are FTA, a world-class commercial flight training academy based at Brighton City Airport in the UK.

We help our students develop the skills, experience and confidence they need to achieve their dream of becoming a commercial pilot.

WHAT WE BELIEVE

WE PUT OUR STUDENTS FIRST

Student safety, welfare and satisfaction are at the heart of everything we do.

WE HAVE A HIGH RESPECT FOR THE PROFESSION

We understand the aviation industry and what makes a professional pilot.

WE ALWAYS AIM FOR FIRST TIME PASSES

A first-time pass looks good on your CV and saves money in potential retakes. We'll do everything we can to help you pass first-time.

OUR SCHOOL IS OPEN AND ACCESSIBLE TO ALL

We provide opportunities to able students of all nationalities, from a variety of backgrounds.

WE INVEST IN WHAT MATTERS

We invest in state-of-the-art aircraft, modern simulators and the best training staff in the industry.

WE ACKNOWLEDGE THAT EVERYONE IS DIFFERENT

Not everyone learns at the same pace. We vary our teaching methods to get the very best from every student.

OUR PILOTS FINISH THEIR TRAINING PREPARED FOR THE AIRLINES

We ensure that you are exposed to the right skills and specialist training to prepare you for your career as a commercial pilot. Our integrated flight deck programme includes a combined Multi-Crew Cooperation/Jet Orientation Course (MCC/JOC) as standard.

02 \ \ 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 a Pilot Licence with an European Aviation Safety Agency (EASA) 'Frozen' Airline Transport Pilot Licence (fATPL).

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

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

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.

Integrated or Modular Training?

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.

Our modular brochure explains a little more about how this works, and how this option may be suitable if you would prefer to complete your flight training over an extended or 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 training, full-time back to back.

It is typical for this training to take 18-24 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 over modular study.

03 \ \ WHY FTA?

Choose FTA as your training provider and you will benefit from all the advantages that training in the UK offers, plus many more.

The integrated course is highly comprehensive and structured. It is designed to deliver the required training to the highest standard in the most efficient way.

In Europe, 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
- Variable weather conditions
- Life in the UK.



"I chose FTA primarily because all the training is carried out in the UK, so you learn to fly in all sorts of weather right from the start. Plus the training aircraft fleet is very modern!"

Charles Harman

[CLICK HERE TO READ MORE](#)

04 \ \ OUR PEOPLE

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

The ratio of full-time students to instructors is carefully controlled.

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 to our required high standards.

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



05 \ \ OUR AIRCRAFT

We are committed to providing students with a modern fleet of aircraft for training. The aircraft you will use during your course are as follows:

- Piper PA28 Warrior
- Diamond Star (DA40) EFIS - G1000 (Electronic Flight Instrument System - Garmin 1000)
- Diamond Twin Star (DA42).

PIPER PA28

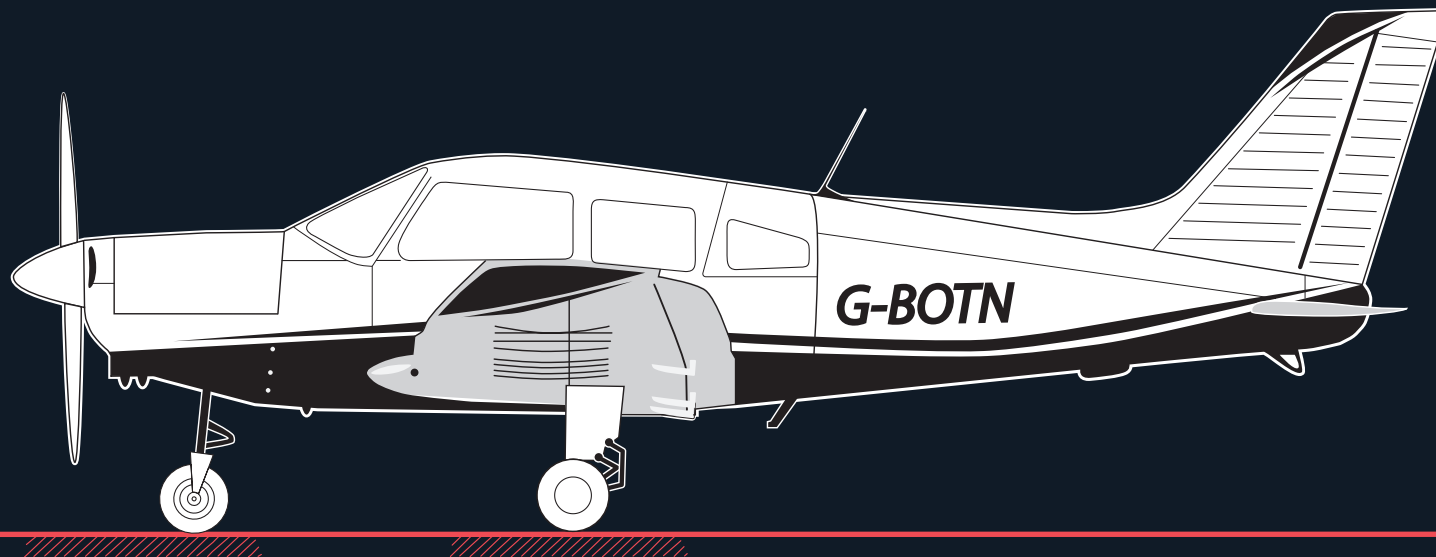
During flight phases one, two and three you will learn to fly in a Piper PA28 powered by a Lycoming, 4 cylinder 160 horsepower, air-cooled engine.

What the manufacturer says:

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

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

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

DIAMOND STAR

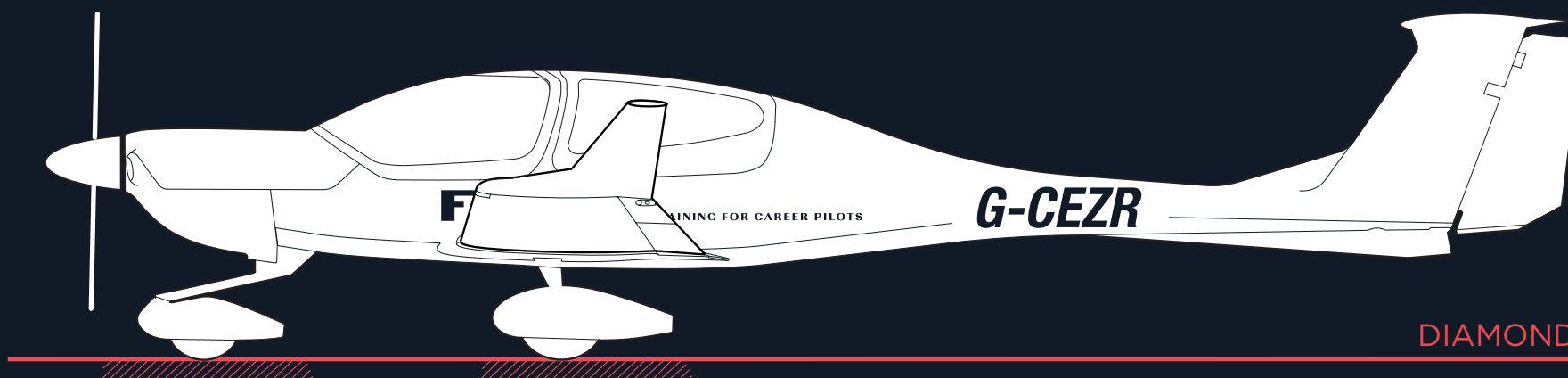
With one of the best safety records of any light aircraft in operation today, the four-seat, single-engine Diamond Star DA40 is the ideal aircraft for training commercial pilots.

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

What the manufacturer says:

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

The powerful Garmin G1000 cockpit provides the pilot with a variety of information right at their fingertips."



DIAMOND STAR

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 offer pilots the chance to use controls found in commercial airliner flight decks.

What the manufacturer says:

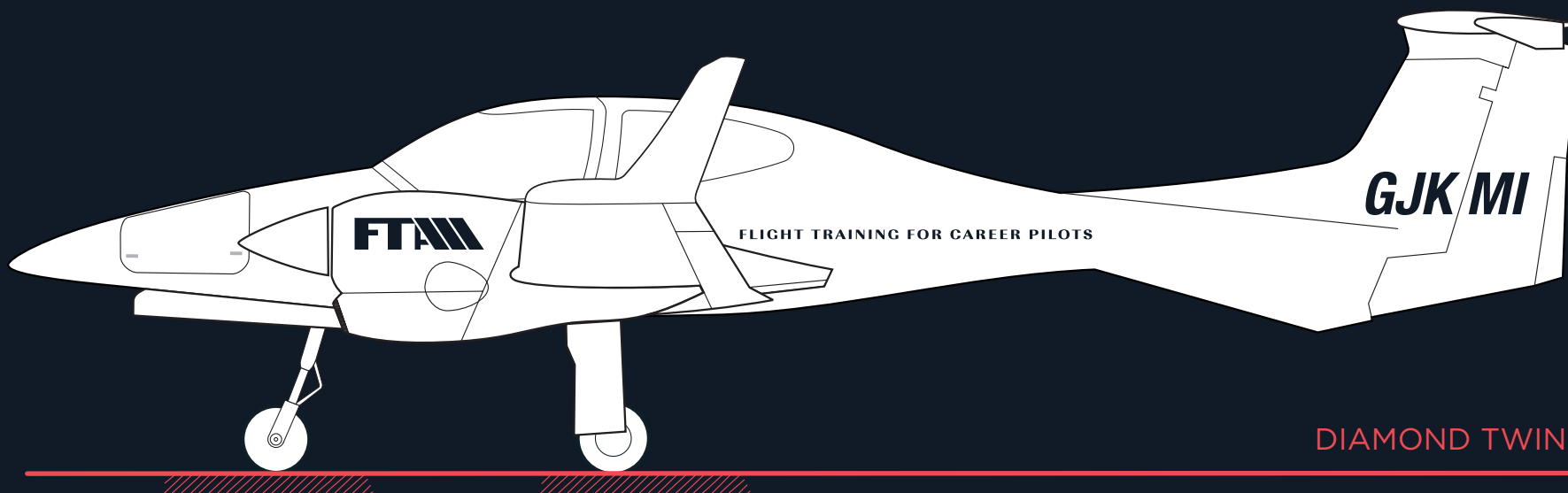
"The DA42 combines generous refinement with Diamond Aircraft's characteristic quality and sophistication. This aircraft exceeds your expectations with its efficiency, elegance and superior power."

SIMULATORS

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

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

Our aircraft and simulators are maintained and inspected in accordance with stringent European regulations.



DIAMOND TWIN STAR

06 \ \ ENTRY REQUIREMENTS

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

The minimum age for enrolment is 18.

An EASA Class One medical certificate is also required.

The examinations take place at London Gatwick, for full information and booking, please visit www.caa.co.uk

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 offers 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 Collard

[CLICK HERE TO READ MORE](#)



AEROMEDICAL EXAMINATIONS

Your aeromedical examination is an essential requirement, the purpose of which is to ensure that you meet the standard medical requirements of operating an aircraft.

Medical certificates need to be revalidated every year, so it is essential to maintain a good level 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 medical certificate is required when you submit your admission form.

START THE PROCESS EARLY

You make the appointments direct with your chosen Aeromedical Centre (AeMC) at least three months in advance of the start of your training. These are 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 IS INVOLVED?

A medical examination and the required tests will take around half a day (up to four hours) to complete.

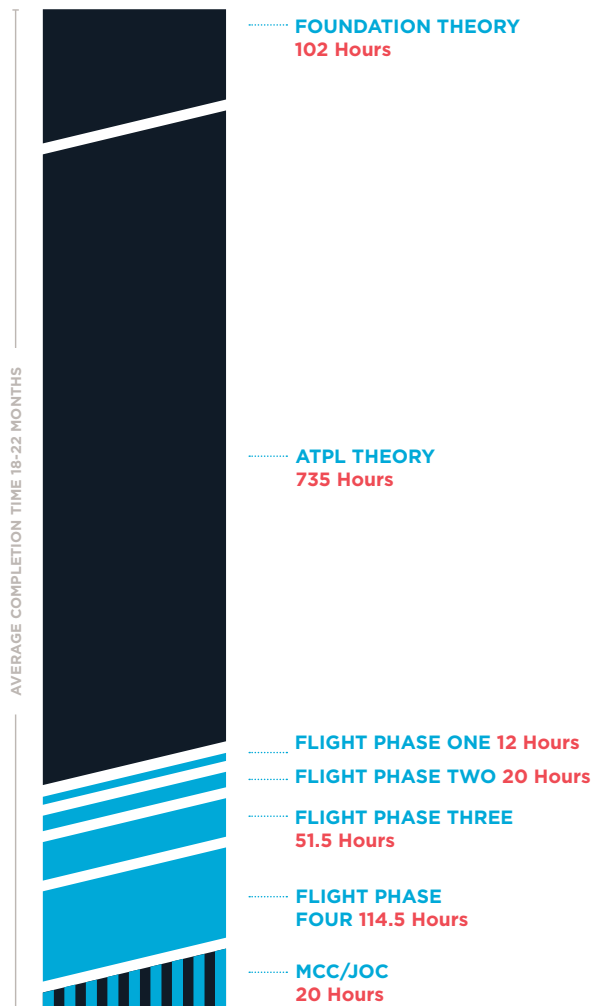
There are certain items you will need to complete beforehand. For example, if you wear glasses or contact lenses, you must bring your most recent optician's report along to the examination. Your AeMC will be able to help you with any additional individual preparations you need to make before your appointment.

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

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 is provided.



07 \ \ COURSE STRUCTURE



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

The ATPL theory is spent in a classroom environment and is delivered over six consecutive months. This is an intense period of theoretical instruction and requires focus and dedication to full-time study and revision.

Commercial pilot training consists of theoretical and flight instruction.

Phases one, two, three and four are spent in training aircraft and simulators and account for 43% of the total course time.

"Do not be afraid of the academic side of the training, as you will be on the same boat with your classmates. Your instructor will do their utmost in explaining the syllabus as simply as possible."

Demetris Gregoriou

[CLICK HERE TO READ MORE](#)

KEY:

THEORY AIRCRAFT/SIMULATOR BOTH



FOUNDATION THEORY

Duration: 102 hours / three weeks

You start your pilot training with an essential introduction to the theoretical knowledge you will encounter during ground school (ATPL Theory). This introduction also forms a basis for your practical flight training.

AIRLINE TRANSPORT PILOT LICENCE (ATPL) THEORY

Duration - 735 Hours / six months

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 covering; power-plants, systems and electrics
- Air Law
- IFR Communications
- VFR Communications

MODULE TWO

- Principles of Flight
- Instrumentation
- Aircraft Performance
- Flight Planning

MODULE THREE

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

This part of the programme is designed to teach you all the theory that is required to safely and professionally operate aircraft in a commercial environment. After every completed section, the corresponding exams are taken at the CAA at Gatwick.

08 \\ FLIGHT PHASES

PHASE ONE

AIRCRAFT USED - PIPER PA28 WARRIOR

Duration: 12 Hours

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

Duration: 20 hours

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

Duration: 51.5 hours

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 & DA42, DA42 SIMULATOR

Duration: 114.5 Hours

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)
- Commercially and safely operate the aircraft in controlled and uncontrolled airspace during normal and abnormal operations
- Operate and use complex systems like the Flight Management System (FMS), Full Authority Digital Engine Control (FADEC), Auto-Pilot, anti-icing system and air-data computer (ADC).

"I feel like the instructors here at FTA really care about you and they adapt their training styles to suit you. When I did my training with one of the other flight schools, I felt that we were part of a big factory line."

William Blackburn

[CLICK HERE TO READ MORE](#)

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

SIMULATOR USED - HIGH-FIDELITY FIXED BASE B737-800W

Duration: 20 hours / 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 Jet MASTERCLASS.

The training offers more than a standard MCC and includes a Jet Orientation Course on a high-fidelity fixed-base B737-800W 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 (typically scheduled Mon-Fri)**
- **20 hours of practical training (10 x Pilot Flying, 10 x Pilot Monitoring) on a B737-800W 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 here.](#)



010 \\ CAMPUS LIFE

Brighton City Airport is our home. Situated on the south coast of England, we are less than an hour by train from central London and half an hour from Gatwick Airport.

It is the oldest continuous licenced airport in the country and features a 1930s art deco terminal building. it was also the location of the first ever commercial flight.

Pilots have been taught at the airport for over 100 years and the area is known for its ideal conditions for flight training.

Many of our students choose to live within five minutes of the airport. The Sussex Coast is perfect for getting outdoors and enjoying nature; 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 all usually go out to restaurants in our spare time and usually partake in fun tasks such as Bowling and Golfing. There is always enough time in between training to wind down and enjoy video games such as FIFA and play flight simulator..."

Taariq Iqbal

[CLICK HERE TO READ MORE](#)

Brighton City Airport has a fantastic restaurant with unbeatable airside views and is just a short walk from Shoreham, which offers a peaceful, charming alternative to Brighton's bustling city life.

Shoreham has a host of small independent shops, a farmers market, and lots of sailing, rowing, windsurfing activities and indoor gym and leisure facilities.

The town is home to Ropetackle Arts Centre a community-run arts venue that guarantees excellent entertainment for a fair price, and there are lots of coffee shops, bars and restaurants to relax in the evenings and weekends.

LIVING HERE

The coastal towns offer an ideal situation for those in need of a variety of accommodation and entertainment options. The majority of our host families are just a short distance away, in neighbouring towns and villages such as the popular Shoreham beach – an idyllic place to live.

FTA's students enjoy having Brighton on their doorstep, one of the UK's most vibrant cities. The City has a cosmopolitan, friendly and creative atmosphere, 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. And just 15 minutes from the city centre you will find the stunning South Downs – a designated area of outstanding natural beauty.





011 \ \ STUDENT SERVICES

ACCOMMODATION

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

Not every student has the same needs or expectations, so whether you need somewhere self-contained or in a rural location, or would prefer somewhere close to the school with other students, we have an option for you. We have a wide range of different accommodation options available near our flight school, all of whom are required to register and respect our high standards of accommodation provision.

Our accommodation options are as follows:

- Hotels
- Guesthouses
- Homestay or placement with a host family
- Rental apartments
- Lodging.

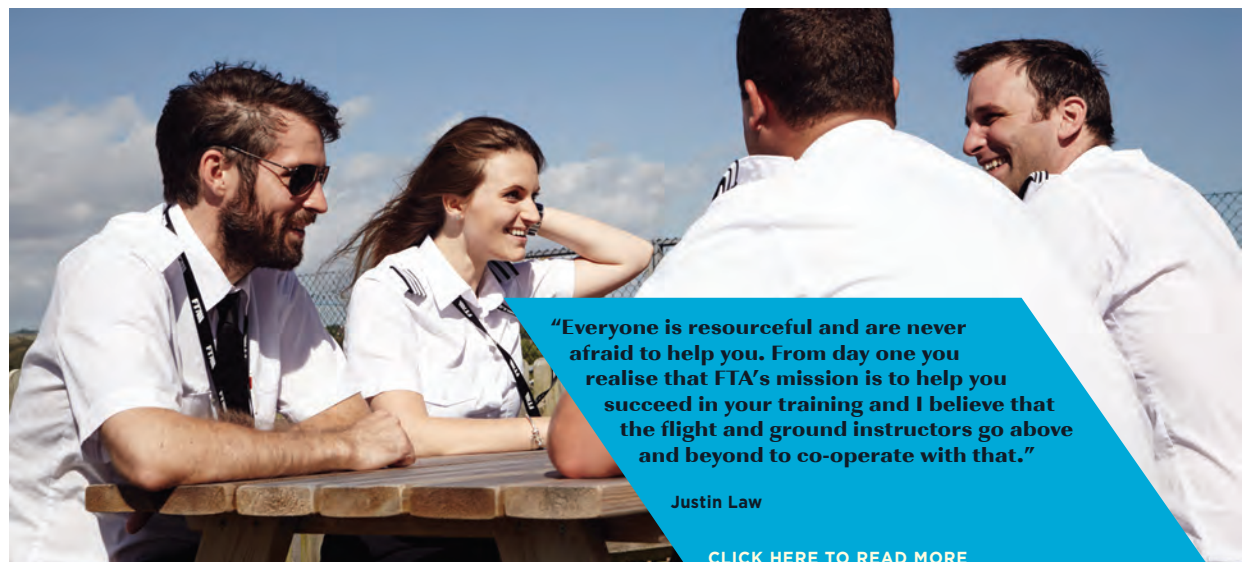
GENERAL SUPPORT AND ASSISTANCE THROUGHOUT YOUR TRAINING

We pride ourselves on our low student to instructor ratios and students should 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 co-operate with that."

Justin Law

[CLICK HERE TO READ MORE](#)

012 \ \ 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 at least three months in advance of your training, see '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 also liked the fact that the student to instructor ratio is relatively small, allowing for a more personalised training."

James Ugbo

[CLICK HERE TO READ MORE](#)

HOW TO FIND US:

FTA's campus is located on the South Coast of England at Brighton City Airport. It offers excellent train links from London, Brighton and coastal towns.

ROAD

From Gatwick/London - M23/A23 to A27

TRAIN/BUS SERVICES

More information about bus and rail services is available online on www.traveline.info/



