



FTA

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

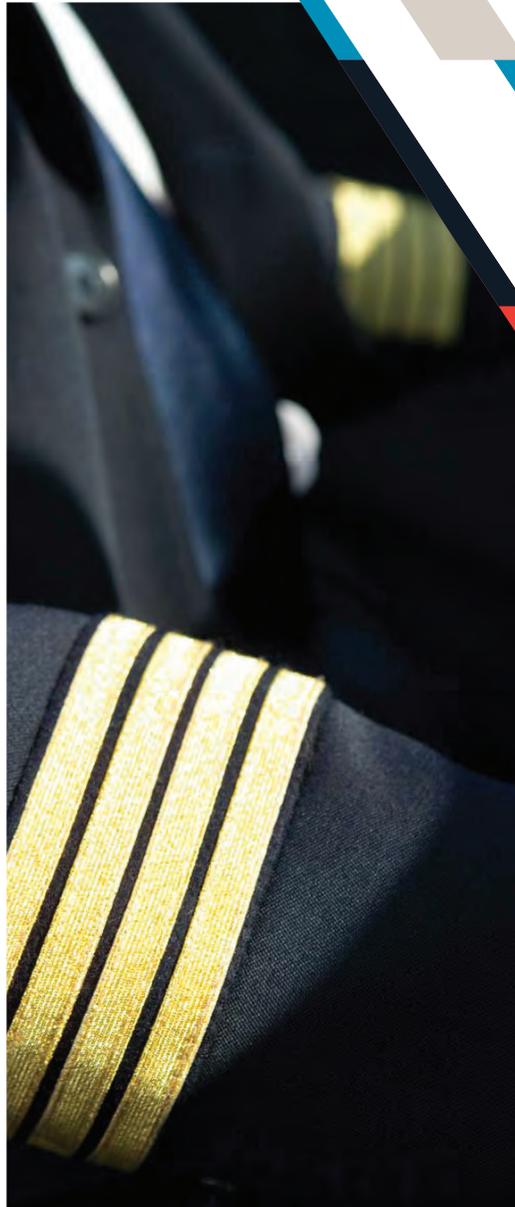
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COMMERCIAL PILOT TRAINING EXPLAINED



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 'Frozen' Airline Transport Pilots Licence (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 13 ATPL theory subjects
- Multi-Crew Cooperation Certificate with Airline Pilot Standards Course (MCC/APS)
- Upset Prevention Recovery Training (UPRT)

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

We offer training for both an EASA and UK CAA licence to both integrated and modular students. We are one of the only flight schools to deliver this training entirely from the UK. Our Sussex location and proximity to European airspace means that there is no better place in the UK to train to become a commercial pilot.

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 period of time 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 18 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

01 \ \ WHY FTA?

At FTA you benefit from all the advantages that training in the UK offers. Our school has the necessary approvals to offer UK CAA and EASA commercial pilot training simultaneously which can give you the greatest job opportunities going forward.

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 busy airspace
- High standards required by the licensing authorities
- 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 a professional pilot.



"I chose FTA primarily because all the training is carried out from 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 standard of training is very high. All instructors (both Ground and Flight) were excellent and very helpful. Even when I was not in a lesson, they are all very approachable and keen to help.

The location and airport are both challenging and beautiful. I would recommend FTA to anyone.”

David

03 \ \ CAMPUS LIFE

Our home at Brighton City Airport, is the perfect environment for training. The airport features a popular restaurant which serves great homemade food and has outside seating with airside views.

Our main building, Wingfield House is the heart of the school. Here, 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 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 golf.

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 maneuvering areas East and West of the airport for general handling and has access to the airways system for the more complex Instrument Flight Rules (IFR) 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 the UK. 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 required before starting your training; the purpose of this is to ensure that you meet the standard medical requirements necessary to operate an aircraft.

We advise that you complete both an EASA and UK CAA aeromedical examination simultaneously, in order to train for both an EASA and UK CAA Commercial Pilot Licence.

AEROMEDICAL CERTIFICATES

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. A copy of your valid certificate is required when you submit your admission form, or confirmed booking of your class one aeromedical examination.

START THE PROCESS EARLY

You make the appointment direct with your chosen Aeromedical Centre (AeMC) as far in advance before the start of your training. These are specially approved medical facilities authorised to issue initial medical certificates for pilots.

WHAT ARE THE COSTS?

We suggest a budget of £500 to £700 for obtaining your medical certificate(s); 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.

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 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



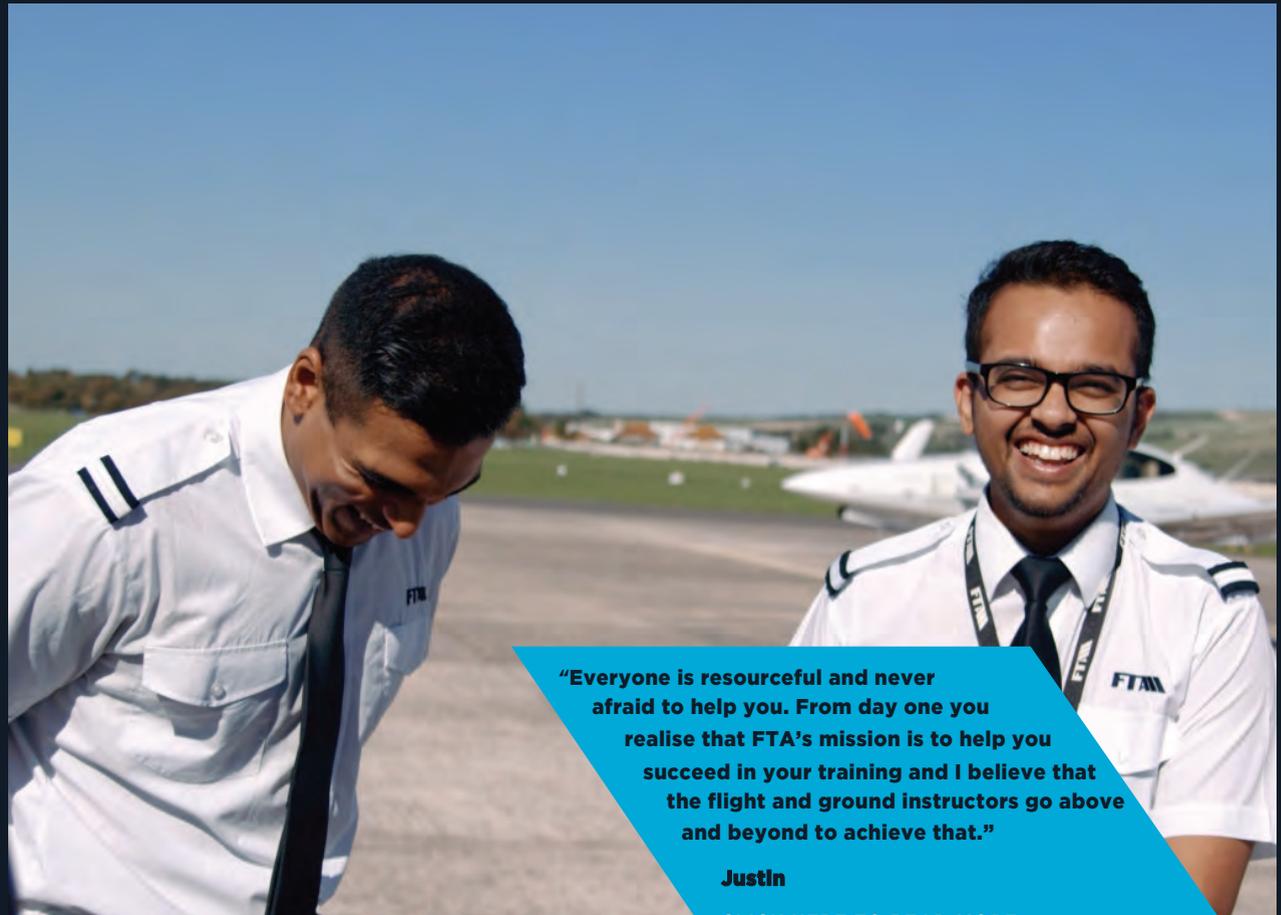
06 \ \ STUDENT SERVICES

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 Department 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 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.

STUDENT VOICE

To promote the interest, education, training and welfare of students, we have the FTA Student Voice. 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 \ ACCOMMODATION

We offer full support with finding accommodation that suits your needs.

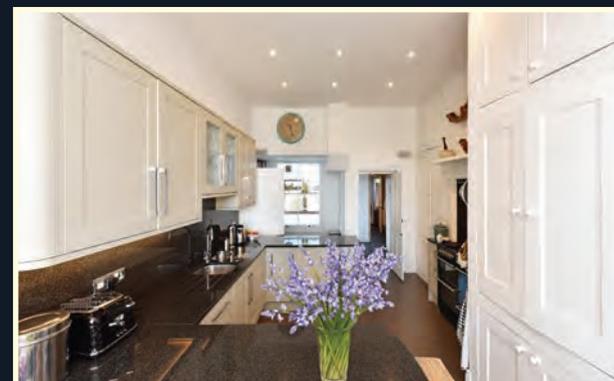
There are many factors to take into consideration when considering flight training and accommodation is one of them. We recognise that if this is your first time away from home, or you are arriving from another country, finding a safe, relaxing and suitable home can seem quite daunting.

Our 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.





**INTEGRATED /
FULL-TIME TRAINING**

08 \ THE INTEGRATED FLIGHT DECK PROGRAMME

You can enrol on our Integrated Flight Deck Programme (FDP) with little or no flying experience, and progress to completing a 'Frozen ATPL' in less than two years.

The complete package price of the FDP is £87,950 and includes your uniform, tests, equipment an iPad and David Clarke headset. Students that enrol on the FDP have the option included to train for an EASA or CAA licence - or both. Full details of what this entails is explained here.

We do however suggest budgeting an extra 20% for any unexpected eventualities (such as exam resits).

The entirety of the training is completed from our base at Brighton City Airport.

We are renowned for our high 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 13 ATPL theory subjects
- Multi-Engine Commercial Pilot Licence (ME CPL)
- Multi-Engine Instrument Rating (ME IR)
- Upset Prevention Recovery Training (UPRT)
- Multi-Crew Cooperation Certificate with Airline Pilot Standards Course (APS/MCC).

WHY TRAIN IN THE UK?

There are many advantages to training in the UK. Some of the top reasons are as follows:

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

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.

We recommend completing a third party aptitude test before enrolling. Our entry requirements are the following:

- At least five GCSEs (to include Maths, Science and English).
- Be aged 18 years old
- Possess (or have booked) a class one medical.

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

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

011 \ \ ENTRY REQUIREMENTS

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**"FTA is expectational.
From not having experience
in flying to gaining both
licenses with 1st time
passes, just shows you how
good it was. The instructors
are friendly and always
available for support."**

Mehran



012 \ \ COURSE STRUCTURE



Integrated pilot training consists of theoretical and aircraft instruction. The flight phases are spent in various aircraft and simulators.



"I chose FTA because of its great reputation. The high level of training has made my experience at FTA very enjoyable.

I have been also been impressed with the course structure during my time here."

Ben

KEY:

THEORY FLIGHT BOTH

013 \ THEORETICAL INSTRUCTION

FLIGHT DECK PREPARATION

HOURS

102

The first three weeks are the ideal opportunity for for Maths and Science revision and an introduction to Human Factors and Airport Operations.

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

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

AIRLINE TRANSPORT PILOT LICENCE (ATPL) THEORY

HOURS

810 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 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 13 subjects which are divided into three modules:

MODULE ONE

- Meteorology
- Aircraft General Knowledge
- Air Law
- 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.



014 \ FLIGHT INSTRUCTION



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 you will learn advanced aircraft handling navigation, and instrument flying. 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, DA42, DA42 FNPT II Simulator

HOURS

114.5

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 such as anti-icing systems and auto-pilot.



015 \ ENHANCED MCC TRAINING / AIRLINE PILOT STANDARD COURSE (APS/MCC)



SIMULATOR USED

Fixed-base Boeing 737-800W Simulator (38 hours)
Full-motion Boeing 737-800W Simulator (2 hours)

HOURS

40 simulator hours / over three weeks

At the end of your initial pilot training, you will need to complete a Multi Crew Co-operation (MCC) course which is the minimum requirement to commence your first multi-pilot type rating.

Here at FTA we include the Enhanced MCC Training to Airline Pilot Standard (APS MCC) course which is designed to better prepare you for airline assessment and transition to complex type rating training.

The APS MCC course is delivered on a high-fidelity fixed-base Boeing 737-800W simulator at a training facility near London Gatwick airport, and includes 2 hours on a full-motion simulator.

The APS MCC course further develops the advanced competencies and behaviours to ensure pilots are well-equipped to embark upon the airline assessment process and transition to complex multi-crew operation.

The training consists of the following:

- 15 training days
- 40 hours of practical training (20 x Pilot Flying, 20 x Pilot Monitoring) on a B737 - 800W simulator.
- 45 hours of theoretical training (MCC, jet orientation, advanced handling, advanced airline scenarios).

The training forms an integral part of FTA's Flight Deck Programme and places increased focus on advanced pilot competencies.

Further information is available on www.fta-global.com/airline-preparation-training

016 \ \ HOW TO ENROL

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 far 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 admissions@fta-global.com

To secure a place on a course, we require an initial payment of £10,000. The remaining balance of the course fee is paid in 18 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.

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 TRAINING

016 \ \ WHY MODULAR?

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

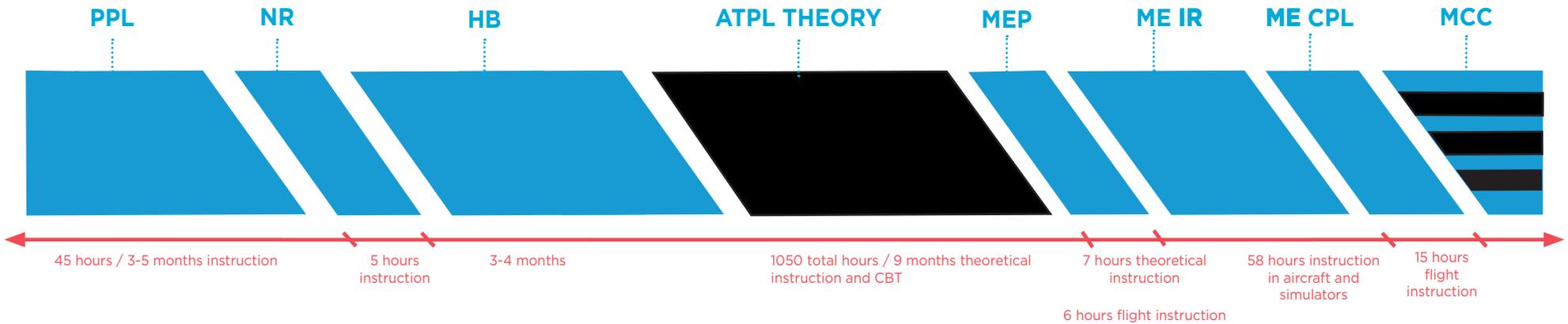
Modular training is a great way to achieve your dream of becoming a professional pilot in a more flexible manner.

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.

In addition to the programmes detailed in the timeline below, you will also need to complete Upset Prevention Recovery Training.

We have the necessary approvals to offer both CAA and EASA approved programmes. Full information about options for modular students is available [here](#).



017 \ PRIVATE PILOT'S LICENCE & NIGHT RATING

PRIVATE PILOT'S LICENCE (PPL)

COURSE DETAILS

AIRCRAFT

PA28

HOURS

45

COURSE BREAKDOWN

- 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 be awarded an EASA/UK CAA PPL (A).

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/UK CAA class two medical certificate before first solo flight
- Minimum age: 18

NIGHT RATING (NR)

COURSE DETAILS

AIRCRAFT

DA40 / 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.





018 \ ATPL THEORY

COURSE DETAILS

HOURS

1050 / 9 months
(810 classroom-based instruction and 240 computer-based training).

This part of the programme 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.

After each completed module the corresponding exams are taken at the CAA at Gatwick or EASA exam centre. The 13 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
- 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

Diamond DA42

HOURS

6 hours flight instruction and 7 hours theoretical instruction.

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

Seven hours of ground school will take you through the more complex aspects of these 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!

The majority of the flight training is spent learning how to operate the aircraft with one engine inoperative.



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 / 4-6 weeks.

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).



MULTI-ENGINE PISTON AND INSTRUMENT RATING WITH COMMERCIAL PILOT'S LICENCE 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 UK CAA and EASA 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)

- 35 hours in the DA42 Simulator
- 6.75 hours in a DA40
- 17.25 hours in a DA42.

MULTI-ENGINE COMMERCIAL PILOT LICENCE (ME CPL)

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

ENTRY REQUIREMENTS

- Class one medical certificate EASA/UK CAA, as required for desired licensing authority
- 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
- 18 years old.

HOURS

80 / 4-6 months

INCLUDE YOUR ATPL THEORY AND MCC/APS

If you still need to complete your ATPL Theory, you can enrol on our advanced multi-engine package which includes the MCC/APS. The total package price is £47,500.



023 \ \ WHAT DOES MY COURSE FEE INCLUDE?

Our modular courses include the following:

- All the aircraft, simulator and instructor hours as per course syllabus
- 1st attempts at the flight tests, with the exception of the standalone MEP
- Fuel
- Airport fees as per course syllabus.

PAYMENT STRUCTURE

To secure a place on a course, we require a deposit of £1500. 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).

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

The combined modular package includes 1st attempts at skill tests with one authority.

The full advanced package would include 1st attempts at skill tests and ATPL exams with both UK CAA and EASA.

An airline interview and CV writing workshop is also included in the package price of the MEP/ME IR/ME CPL course or Advanced Multi-engine package.

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



024 \ \ OUR AIRCRAFT

PIPER PA28

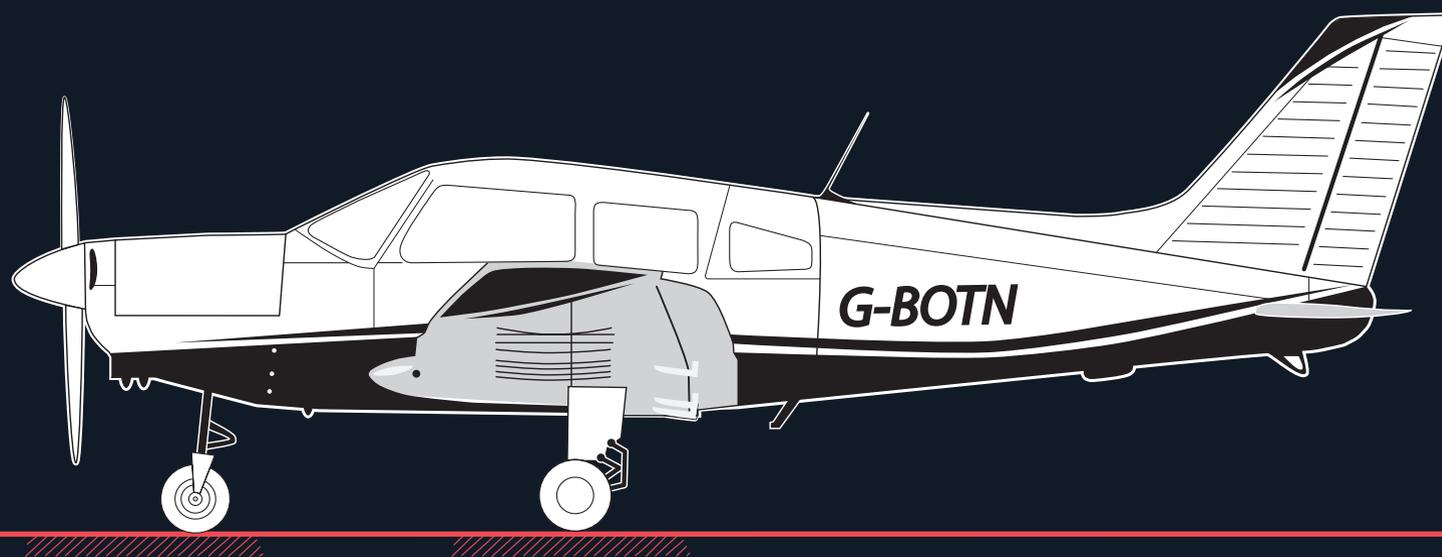
During flight phases one to three you will learn to fly in a Piper PA28.

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-seat 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

DIAMOND STAR

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

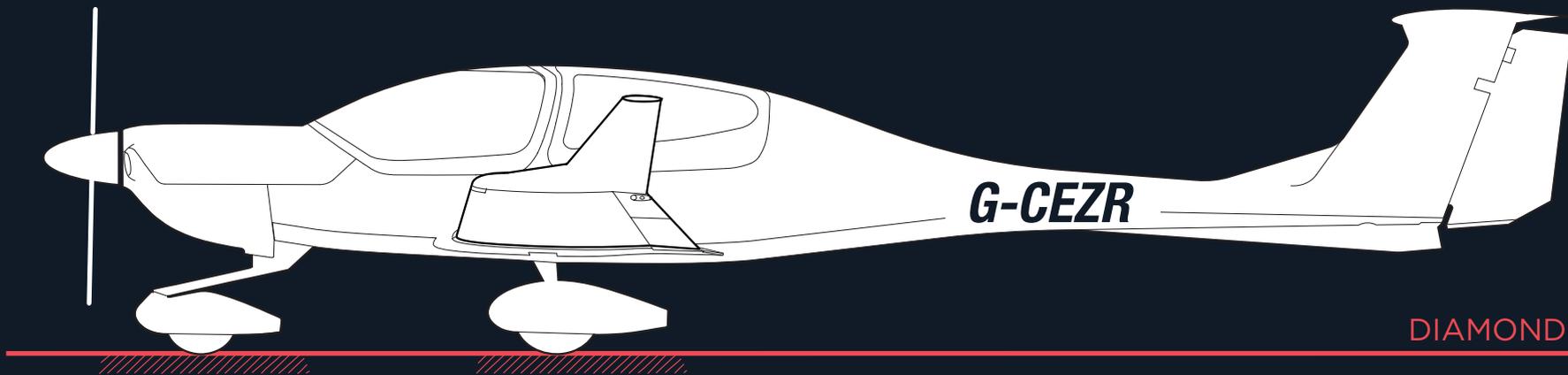
With one of the best safety records of any light aircraft in operation today, the four seat, single-engine Diamond Star DA40 is the ideal aircraft for training commercial pilots.

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 in o 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 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 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.

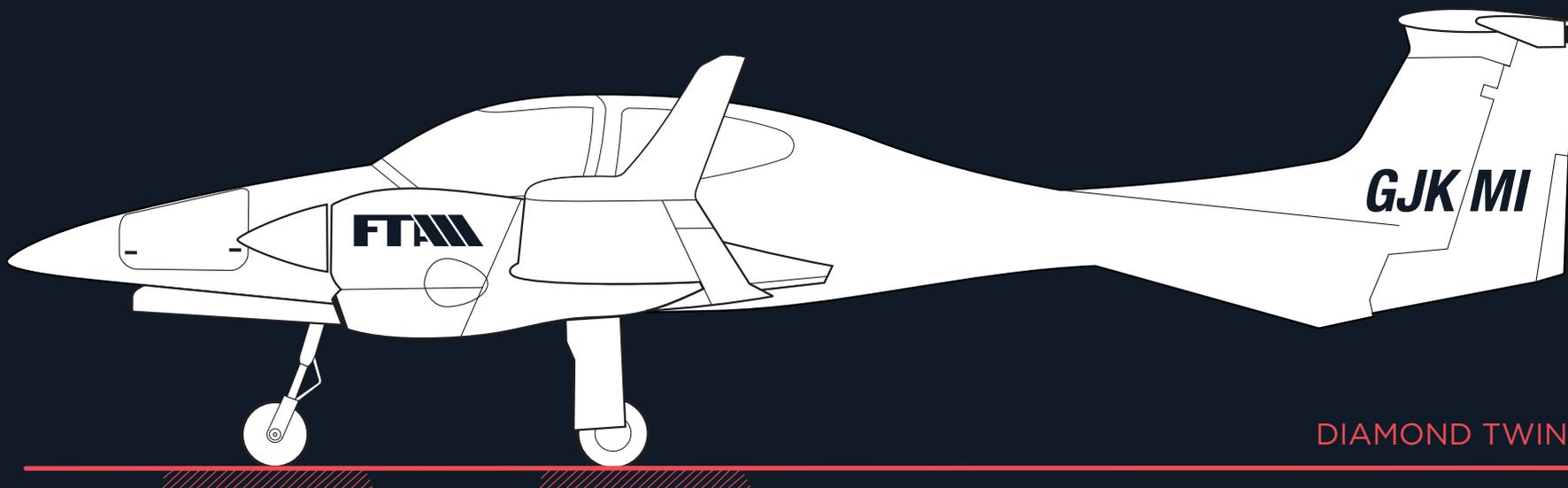
The DA42 combines generous refinement with Diamond Aircraft's characteristic quality and sophistication. This aircraft exceeds your expectations.

SIMULATORS

The simulators used during the latter stages of flight training are:

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

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



DIAMOND TWIN STAR

025 \ 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 Jet Masterclass 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, they sent me an 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 offered a job.

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

Thibault

[CLICK HERE TO READ MORE](#)



026 \ \ 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



