

U.K. FLIGHT TRAINING

Free Phone UK: 0800 652 8869/ Tel 001 562 404 6696/ Fax 001 714 840 4965

Email: fly@ukft.com Website: www.ukft.com



Long Beach, California

Professional Pilot Program 1500 Hours

Our unique approach to professional flight training has set us apart from all other flight academies in the USA. For years we've been analyzing what professional pilot students (especially from abroad) really need to qualify in the global marketplace.

The Professional Pilot Program (PPP) will prepare you from 0 hour to 1500 hours and an Airline Transport Pilot licence in 24- 28 months.

The Professional Pilot Program (PPP) is divided in three parts.

Phase one is the basic training, giving the student all the required ratings and licences to become a Certified Flight Instructor for Primary students.

Phase two is the actual internship/training, through which the student builds his/her experience and confidence as PIC, teaching other students in their initial training, and attending mandatory training seminars held by the Chief instructor or his delegates, (Airline interview preparation, career counseling, advanced training techniques, CRM, Turboprop bridge program etc.).

Hours	Cost	Description
250	\$19500	First Officer Experience, Airline Training and Line Check
300	\$19900	First Officer Experience, Airline Training and Line Check
500	\$25200	First Officer Experience, Airline Training and Line Check

*Requirements: FAA CPL-IR-ME with High Performance Endorsement

Optional: You have the option to upgrade to a larger aircraft towards your turbine experience. It will require a type rating and upgrade cost.

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Phase three will be a Graduation Grant of 500 hours of training as SIC on a Twin-Engine Turboprop Cargo airplane (Metro liner, BE-200, BE-1900 or BE-99), in "Real World Environment" with one of our contracted freight airlines. This will be followed by preparation and achievement of the US Airline Transport Pilot Licence (FAA-ATPL) at which point the course will be considered ended.

The total number of hours gained during this program will be 1500. The time required for the completion of the program will be approximately 24 to 28 months (this is an average of 55 hours of flight time a month!!). The course will include:

- Dual/solo flight time for a total of 1500 hours (500 Turbine Engine)
- Instructor time,
- Classroom time,
- Simulator time,
- Books and uniform
- Fuel,
- Renter's insurance,
- FAA Examiner fees,
- FAA Medical exam fee,
- The following FAA certificates and ratings: PPL, IR-A; CPL-SE/ ME; CFI; ME ATPL.
- Airport pick-up/drop-off,
- Student orientation and assistance throughout the course,
- Resume preparation assistance.
- Use of AST 300 Simulator
- Immigration and Visa assistance

TOTAL COST INCLUDING 500 TURBINE TIME: \$57000

Aircraft Specifications:

No. Of Engines:	2
Aircraft Type:	Turbo Prop
Passenger Capacity (Max):	19
Range (in Miles):	860
Cruising Speed (MPH):	303
Payload Capacity (in Lbs):	4000
Wingspan:	54.5
Length:	57.9
Height:	14.9
Takeoff Weight (in Lbs):	15245

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The Beech 1900 series was introduced in 1984 and has since become one of the world's most popular regional aircraft. The 1900 series includes the 1900C and the newer 1900D, both of which accommodate 19 passengers.

Beech aircraft are produced by Raytheon Aircraft, a leading organization in business aviation.

COURSE BREAKDOWN

Private Pilot Ground School – Part 141

Duration: 35 hours (3 weeks)

Books/Materials: Jeppesen Private Pilot Kit **Written Examination**

Lecture in preparation for Private Pilot Flight Training and for the FAA Private Pilot Airplane and Helicopter Written Examination. Aircraft systems and performance; aerodynamics and flight mechanics; flight planning; pilotage, dead reckoning and radio navigation; meteorology; Federal Aviation Regulations; aviation physiology; human factors; aeronautical decision making; night flight; and emergency procedures.

Pre-requisites: Demonstrated English proficiency. Partial credit may be given for students having attended another similar course and passed the Private Pilot Airplane or Helicopter Airman Written Examination.

Private Pilot-Airplane Flight Training – Part 141

Duration: 4 to 6 weeks

Pre- & post-flight briefings: 15 hours

Flight Training (dual, FAA minimums under FAR 141): 20 hours

Solo Practice (FAA minimums under FAR 141): 15 hours

Flight training in preparation for the FAA Private Pilot-Airplane Practical Examination. Pre-flight inspection; ground operations; radio communications; normal, short-field, soft-field and cross-wind takeoff and landing; ground reference maneuvers; stalls and slow flight; climbs, turns and descents; emergency procedures; cross-country flight planning and execution; pilotage, dead reckoning and radio navigation; cross-country emergency procedures, and preparation for the Practical Test.

Important: Tuition assumes best-case student performance, i.e. completion of the course to Practical Test standards within the FAA minimum number of hours. Most students do not reach that level with the minimum number of training hours. Additional training is charged by the hour at current rates

Cross-Country Pilot-in-Command Airplane – Part 141

Duration: 4 weeks

Pre- & post-flight briefings: 5 hours

Dual cross-country instruction: 13 hours

Solo cross-country practice: 40 hours

Flight training and practice. Develops the student's experience, skill and judgment as the Pilot-in-Command under a variety of cross-country conditions.

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Instrument Pilot Ground School – Part 141

Duration: 40 hours (4 weeks)

Instrument Rating-Airplane or Helicopter Airman Written Examination:

Lecture in preparation for instrument flight training and for the FAA Instrument Pilot Airman Written Examination. Human factors of instrument flight; mechanics and failure modes of the instruments; attitude instrument flight maneuvers, full and partial panel; radio navigation; flight planning; radio communications and clearances; takeoff, departure, En-route and terminal operations; weather and weather hazards; cross-country operations; precision and non-precision instrument approaches and procedures; diversion to unplanned alternate; emergency procedures, and preparation for the written.

Instrument Pilot-Airplane- Part 141, JAA PPL, CAA IMC Rating Flight Training

Duration : 4 weeks

Pre- & post-flight briefings: 15 hours

Simulator dual (FAA minimums under FAR 141): 15 hours

Aircraft dual (FAA minimums under FAR 141): 20 hours

Training in preparation to the FAA Instrument Pilot-Airplane Practical (flight) Examination. Attitude instrument flight maneuvers, full and partial panel; radio navigation; flight planning; radio communications and clearances; takeoff, departure, en-route and terminal operations; weather and weather hazards; cross-country operations; precision and non-precision instrument approaches and procedures; diversion to unplanned alternate; emergency procedures, and preparation for the Practical Examination. You will also be given flight and ground instruction to achieve the JAA PPL with the UK CAA IMC Rating.

Important: Tuition assumes best-case student performance, i.e. completion of the course to Practical Test standards within the FAA-required minimum number of hours. Most students do not reach that level with the minimum number of training hours. Additional training is charged by the hour at current prices

Commercial Pilot Ground School – Part 141

Duration (may be concurrent with RA108 or RA208): 35 hours (4 weeks)

Commercial Pilot-Airplane Airman Written Examination Lecture in preparation for Commercial Pilot Flight Training (RA108 and RA208) and the FAA Commercial Pilot-Airplane or Helicopter Airman Written Examination. Aircraft performance; aeronautical charts; pilotage, dead reckoning and radio navigation; aviation physiology; aeronautical decision-making; Federal Aviation Regulations as they apply to commercial operations; advanced meteorology; advanced aircraft systems; high-altitude aerodynamics; aircraft pressurization systems; commercial flight maneuvers; and preparation for the Written Examination.

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Commercial Pilot-Airplane, Multi-Engine Ground School

Duration (may be concurrent with RA108): 10 hours (1 week)

Classroom instruction in preparation for flight training in multi-engine aircraft: Aircraft systems typical of light multi-engine aircraft; performance calculations; aerodynamics in normal and engine-out configurations; normal procedures for operations in visual and instrument conditions; emergency procedures in visual and instrument conditions.

Commercial Pilot-Airplane SEL Flight Training – Part 141

Duration: 4 weeks

Pre- & post-flight briefings: 20 hours

Dual instruction, single-engine, fixed gear: 10 hours

Dual instruction, single-engine, retractable gear: 10 hours

Flight training in preparation for the FAA Commercial Pilot-Airplane Single-Engine Land and Multi-Engine Land Practical (flight) Examination. Normal and emergency operations in complex single, and multi-engine aircraft. Chandelles, lazy-eights, eights-on-pylons, steep power turns, and maximum performance takeoff and landing maneuvers.

Commercial Pilot-Airplane MEL Additional rating Flight Training

Duration: 4 weeks

Pre- & post-flight briefings: 5 hours

Dual instruction, multi-engine: 10 hours

Flight training in preparation for the FAA Commercial Pilot-Airplane Multi-Engine Land Practical (flight) Examination: Normal and emergency operations in complex multi-engine aircraft. Steep power turns, and maximum performance takeoff and landing maneuvers. 'One engine out' operations, yaw correction, minimum safe speed.

Certified Flight Instructor-Airplane Single Engine Land

Duration: 8 weeks

Directed Self-Study (estimate): 120 hours

Tutored Instruction: 30 hours

Pre- & Post-flight briefings: 10 hours

Dual, four-seat fixed-gear aircraft: 10 hours

Dual, complex single-engine aircraft: 10 hours

Directed study and flight instruction in preparation for the FAA Certified Flight Instructor-Airplane Airman Written Examination, the Fundamentals of Instruction Airman Written Examination, and the Certified Flight Instructor-Airplane Practical (flight) Examination. The learning process, teaching methods, planning instruction, the student-instructor relationship, techniques of critique and evaluation, instructor privileges and limitations, and Federal Aviation Regulations as they apply to the flight instructor.

UK portion of your training

GROUND SCHOOL AT BRISTOL

JAA ATPL Ground School (Part 1 & Part 2)

£3055 Inclusive of VAT and CAA Exam Fees

CONVERSION TO JAR MULTI ENGINE & MULTI ENGINE INSTRUMENT RATING

**10 hours Simulator FNPT 11, 7 hours PA34 (includes 2 hour allowance for Skill Test)
(Reduced from 55 hours)**

£4,120 Inclusive of VAT and CAA Flight Test Fees for the IR

CPL SKILL TEST MODULE

17 hours PA28R (includes 2 hour allowance for Skill Test)

£3203 Inclusive of VAT and CAA Flight Test Fees for the CPL

MULTI CREW COURSE as required by JAR FCL

£2350+ Inclusive VAT

All prices are subject to change except for confirmed bookings.