EASA PROFESSIONAL PILOT TRAINING
Introduction

Our Mission

Our aims are twofold:

To create a Flight Training Organisation that provides our customers with a cost-effective means to a successful career as a pilot of aeroplanes;

To provide the Airline and General Aviation Industries with highly competent and safety conscious pilots.

Our Approvals

The licensing of aeroplane pilots in Europe is now regulated by the European Aviation Safety Agency (EASA) who comprise the civil aviation authorities of the European Union member states, in addition Cyprus, Czech Rep., Hungary, Iceland, Malta, Monaco, Poland, Slovak Rep., Slovenia and Switzerland.

These authorities have agreed EASA requirements for the training, flying experience, and medical fitness necessary for the licensing of pilots. An EASA licence issued by any member state will be recognised by any other EASA member state for private and commercial air transportation. Each country’s civil aviation authority is responsible for administration and the implementation of the EASA regulations within its own state.

The United Kingdom Civil Aviation Authority on behalf of the European Aviation Safety Agency has approved Stapleford Flight Centre and Propilot to conduct the training provided by the EASA Professional Pilot Training Package and the Individual EASA Modular Training Courses.

Our Products

We offer EASA Professional Pilot Training Packages for those people starting with no experience of flying. The package provides, in the UK, the training necessary for the grant of the EASA CPL/IR qualification. Holders of this licence are eligible for employment as airline pilots throughout Europe, and with the appropriate flight experience may upgrade their licence to an EASA ATPL.

We also offer Individual EASA Modular Training Courses for those who already have some flying experience, or those who do not wish to commit to the total package. The Individual Courses form the components for the EASA Professional Pilot Training Package and so the syllabus followed and the training content is identical.

Finally the option is available to consolidate ab-initio training by completing an advanced package that includes Jet orientation training, MCC training, Airbus A320 series and Boeing 737 series Type rating and line experience.

Our Terms

Payment for the Professional Pilot training can be made in advance or in stages during the course. There is a discount for advance payment of the PPL Course. If the course is not completed for any reason, a refund of the advance payment less any training costs incurred will be made. Prices quoted in this brochure are correct at time of publication. Except where payment is made in advance, no guarantee is given that these prices will be maintained.
Stapleford Flight Centre

Location
Stapleford Flight Centre is located in the outskirts of London close by the junction of the M25 and the M11 motorways providing excellent access by car.

Training Environment
Stapleford airfield is a UK base for flight training. The CAA licensed airfield is well equipped with, runway and PAPI lights for night training; a radio navigation beacon (VOR) for practise instrument approaches; and a tarmac service runway which allows training to continue throughout the year.

Stapleford airfield is a privately owned facility no charges are made for landing and approaches in SFC aircraft. Southend airport - a short 10 min flight away – is equipped with both radar and precision approach aides which are used during the instrument rating course

Aircraft
Our training fleet consists of 14 Cessna 152s, 1 Cessna 172, 7 PA28s, 3 PA28Rs, 2 PA34s, 2 DA42 Twinstars and 1 Firefly

Basic flight training takes place in Cessna 152 aircraft. This two-seater aircraft is probably the best basic trainer available as it has a very rugged construction, is economical, easy to fly, and very reliable.

Advanced flight training takes place in the Piper Warrior, Piper Arrow, DA42 and the Piper Seneca. All of these aircraft are fully approved for IMC operations. The Warrior and the Arrow are four-seater, single engine aircraft, the latter having retractable undercarriage and a variable pitch propeller. The Seneca is a six-seater, twin engine aircraft with retractable undercarriage, variable pitch propellers, and de-icing and anti-icing systems. The DA42 is a 4 seat twin engine aircraft featuring glass cockpit and FADEC (fully automated digital engine control) The DA42 is also approved for flight in icing conditions.

The fleet is maintained to a very high standard by our own EASA approved Aircraft Maintenance Organisation.

Accommodation
Accommodation is available on the airfield at very reasonable prices. It comprises of single bedrooms with en-suite bathrooms and communal kitchen and living room facilities.

EASA Professional Training Package

The Aim
The EASA Professional Pilot Training Package provides the training required for a candidate with no flying experience to meet the level of proficiency necessary to operate single-pilot multi-engine aeroplanes and to obtain the EASA CPL/IR. Holders of this licence are eligible for employment as airline pilots throughout Europe, and with the appropriate airline experience may upgrade their licence to an EASA ATPL.

Entry Requirements
Applicants must be at least 17 years of age. They must be competent in the use of the English language, must have a sound knowledge of basic mathematics and physics, and must have passed an EASA first class medical examination.

The Package Summary
Training is full-time and the duration is between 12 and 18 months for candidates who pass their flight tests and examinations at their first attempt. This variance in the duration is to allow for holiday periods and bad weather conditions, which may cause flight postponements. On completion of the training the graduate will be issued with an EASA CPL/IR licence and have a minimum of 217 hours of credited flight experience.
Training Package Description

Private Pilot Licence Course
Initial training introduces the candidate to flight in a single engine aeroplane and starts with general handling until a good level of proficiency is obtained. Great care is taken to ensure that the basics of aircraft control and pilot scanning are learnt thoroughly during this stage.

The next section covers practice in the airfield circuit where the candidate becomes familiar with airfield operations and skilled in normal and maximum performance take off and landings. This culminates in the first solo flight. The next phase focuses on cross-country flight, which includes planning, visual and radio navigation, Air Traffic Control communication, practice diversions, emergency procedures, and operations at commercial airports. This part culminates in a solo cross-country flight of 270 km between 3 different airfields.

The final section consists of preparation and rehearsal for the PPL skill test. All manoeuvres are reviewed during this phase and the candidate’s proficiency is raised to the standard required for the PPL flight test. During the course the candidate prepares for and sits the PPL ground examinations.

The course satisfies the entry requirements for the EASA CPL/IR training and provides an excellent foundation for the advanced flight training.

All training takes place in a Cessna 152 and comprises:

- 35 hours of dual instruction
- 10 hours of supervised solo flight
- The skill test is not included in the solo flight time above.

**Duration** 6 - 8 weeks  **Course Price:** £7,260  (10% discount if paid in full £6,535)

**EASA ATPL Theoretical Knowledge Course**
Full time ATPL Theory Course based here at Stapleford Flight Centre.
All the teaching is delivered Monday to Friday. You will be in the classroom for about 6 hours of tuition per day; you will need to study and revise during some of your evenings/weekends and will be invited to attend special Professional Development Days. The course is divided into three modules and the instruction provides the candidate with the level of knowledge required for the Air Transport Pilot’s Licence (ATPL) and covers the following subjects:

**Part 1:** Principles of Flight, Mass & Balance, Meteorology, Human Performance & VFR and IFR Communications

**Part 2:** Performance, Flight Planning, General Navigation, Radio Navigation and Air Law

**Part 3:** Aircraft General Knowledge, Instruments & Operational Procedures

**Duration** 7 Months  **Course Price:** Residential £4,200  Distance Learning £2,100

**Flight Experience Course**
Although this training is not a formal course, dual instruction and supervision of solo flights is needed to ensure all of the experience requirements required for the EASA CPL/IR are met within the minimum regulatory number of flying hours. The Flight Experience Course has been designed with this in mind as well as providing the pilots with challenging flights to develop their capabilities and a good preparation for the advanced flight training. Guidance is given on flight skills and procedures by a Commercial Instructor to ensure that the pilot develops towards a CPL level of competence during the flight experience.

Training takes place exclusively in a Cessna 152 and includes night flight instruction, extensive flight in controlled airspace, and solo cross-country flight including a 540 km qualifying cross-country flight for the CPL. For students electing to complete the IR before the CPL we offer part hours building in a PA28/PA28R

C152 Solo: £99 per hr (block booking 50 – 99 hrs)  Dual: £166 per hr  Pay as you go: £112 per hr
PA28 Solo: £172 per hr  Dual: £249  PA28R Solo: £192 per hr  Dual: 276
Commercial Pilot Licence Course

The Aim
The EASA Commercial Pilot's Licence (CPL) Course with an EASA Instrument Rating (IR) provides the training required to meet the level of proficiency necessary to operate single-pilot multi-engine aeroplanes and to obtain the EASA CPL/IR.

Entry Requirements
Hold a PPL (A) issued in accordance with ICAO Annex 1
Completed 5 hours night flight time
Completed 150 hours total flight time (200 hours is required for LST, 100 must be P1)
Completed 20 hours cross-country flight time as pilot-in-command.
The cross-country flight time must include a qualifying 540 km cross-country flight.
Hold a valid EASA first class medical certificate.
Completed CPL or ATPL theoretical instruction and pass all 14 exams as set out in the EASA-FCL
The minimum age for issue of a CPL licence is 18.

Course Description
Initial training raises the proficiency of the student in general handling and circuit flying to a commercial standard. This training is conducted in a Piper Warrior.

The next section covers IMC training during which the student will learn to fly solely by the use of instruments, to navigate using radio aids, and to an instrument pattern. This training is conducted in an AL200 flight simulator and a Piper Warrior. This section of the course is not required for holders of a valid Instrument Rating.

Following this the training focuses on cross-country flight, which includes VFR and IFR en-route procedures, diversion procedures, and abnormal and emergency operations. The training is again in the Piper Warrior. The final section consists of preparation and a formal skill test rehearsal in a Piper Arrow.

The training comprises:
- 10 hours minimum of dual instruction in the Warrior
- 5 hours minimum of dual instruction in the Arrow

In addition for students without a valid Instrument Rating:
- 5 hours minimum of dual instruction in an AL200 flight simulator
- 5 hours minimum of dual instruction in the Warrior.

On completion of training the graduate may take the LST providing they have a minimum of 200 hours of which 100 must be P1. Licence Issue will be required before IR LST to qualify for course reduction. A minimum of 25hrs of extra credited flight experience for PPL Students and 15 for PPL/IR will be achieved.

If an Instrument Rating is already held, on completion of the training and the skill test, the graduate may apply for an EASA CPL/IR licence and will have a minimum of 15 hours of extra credited flight experience.

Duration: Training is full-time or part-time, the full-time course lasting between 3 and 6 weeks dependent on weather conditions.

Price:
- For Pilot without IR £6,040
- For Pilots with IR £3,970

Additional Charges
Hire of Aircraft for CAA Skills Test (approx 2:00hrs)
CAA Examiner Fee
CAA Licence Issue Fees
Multi Engine / Instrument Rating Course

The Aim
The EASA Multi Engine / Instrument Rating Course provides the training required for a candidate with no multi engine aeroplane experience, to obtain the EASA Instrument Rating in a multi engine aeroplane. The holder may act as pilot in command or PIC in an aeroplane under Instrument Flight Rules (IFR) in controlled airspace.

Entry Requirements
A Private or Commercial Pilot’s Licence issued in accordance with ICAO Annex 1 with a night qualification.
70 hours as pilot-in-command
50 hours PIC cross-country flight time
Hold a valid EASA first class medical certificate.
Passed a course of theoretical instruction as set out in the EASA-FCL
Demonstrated use of English language as set out in the EASA-FCL

Course Description
Initial training introduces the student to flight in a Piper Seneca and proceeds with general handling until a good proficiency is obtained. This is followed by asymmetric flight during which the student will experience the effects of a single engine failure and learn to safely control the aeroplane under this condition. The student then prepares and rehearses for the Multi Engine skill test.

The training comprises:
6 hours minimum of dual instruction in the Seneca

The Instrument Rating training will commence in the ALSIM FNPT2 flight simulator. Initially the student will learn to control the simulator smoothly and accurately by sole reference to the instruments and to accurately track and hold using VOR and NDB radio navigation aids. A high standard of performance is required before moving on to the next exercises, where the student then learns to fly precision and non-precision instrument approaches, and go-around procedures. The go-around procedures will include the practice of the drills associated with engine failure. Finally the student learns how to carry out a standard instrument departure, join the airways system, fly the airways, and perform a standard instrument arrival.

The final part of the training takes place in the DA42 and the ALSIM FNPT2 flight simulator. It begins with general handling of the DA42 both in visual flight and by sole reference to the instruments. Complete routes are then flown in the DA42 where the skills learnt in the first part of the course are transferred from simulator to aircraft. The ALSIM FNPT2 flight simulator is used whenever remedial work is required and to also extend the experience of the pilot e.g. by flight in severe weather conditions, or to more distant airfields.

The final part of the training is a formal skill test rehearsal, followed by the skill test.

The training comprises:
30 hours minimum of dual instruction in the ALSIM FNPT2 flight simulator
15 hours minimum of dual instruction in the DA42

A further reduction of 10 hours training in the simulator will be allowed if a CPL issued in accordance with ICAO is held prior to LST. Further reduction may be applied if previous IR training and experience is held.

Duration
Training is full-time or part-time, the full-time course lasting between 7 and 10 weeks dependent on weather conditions.

Price:
Multi Engine Rating £2,430
Instrument Rating (PPL Pilot) £11,965
Instrument Rating (CPL Pilot) £10,085

Additional Charges
Hire of Aircraft for LSTs (approx 1hr ME, 1:45hrs IR)
ME Written Paper & Skills Test
CAA Examiner Fees
CAA Licence Issue Fees
Flight Instructor Course

The Aim
On completion of the Flight Instructor Course (FIC) a pilot will have the ability to instruct a student to the level required for the issue of PPL (A), including theoretical knowledge instruction.

Entry Requirements
The following are mandatory EASA pre-entry requirements:
Hold a valid pilots licence, which includes a valid Single Engine Piston (Land) rating.
Meet the knowledge requirements for the grant of an EASA CPL (A).
Have at least a CPL (A) or have completed at least 200 hours of flight time of which 150 hours as Pilot-in-Command if holding a PPL (A).
Have completed at least 30 hours on Single Engine Piston powered aeroplanes of which at least 5 hours shall be in the 6 months preceding the pre-entry flight test.
Have completed at least 10 hours instrument flight instruction of which up to 5 may be in a simulator.
Have completed 20 hours cross-country flight time as PIC of aeroplanes including a cross country flight of 540km (300nm) with full-stop landings at two other aerodromes.
Passed a specific pre-entry flight test within the 6 months preceding the start of the course.

Course Description
Flight Instruction comprises of 30 hours of flight training of which 25 hours will be dual instruction and 5 hours will be mutual flying with another student instructor or qualified FI to practise flight demonstrations.

During the dual phase, the student instructor will learn how to demonstrate all of the PPL exercises evaluate a student's performance and correct student errors.

Flight Instruction will be carried out in a PA28 Piper Warrior. A Cessna 152 will be used however for demonstrating stalling and spinning and mutual flying. Spinning can also be undertaken in a fully aerobatic Slingsby T67M260 Firefly.

The ground school comprises of 125 hours of theoretical knowledge instruction. During this time a student instructor will refresh their theoretical knowledge and learn how to teach, prepare and give technical lectures and conduct pre-flight briefs.

Duration:
The course is full time Monday to Friday and lasts between 5 and 6 weeks dependent on weather conditions. Subject to availability a part-time course may be offered, please call to discuss

Price:
23 hours in a PA28 Piper Warrior plus 7 hours in a Cessna 152 £8,393

Additional Cost
Hire of Aircraft for pre-entry flight test C152 (approx 50mins)
Pre-entry flight Test Fee
Hire of Aircraft for Skills Test in PA28 (approx 1:40)
Examiners Fee
CAA Fee for FI Rating Issue
MCC Courses

The Aim
The MCC course introduces the student into the two or three crew environment. Previously acquired IR Skills are used and expanded, Use of Standard Operating procedures (SOPs) are developed as well as emergency and problem solving in a multi crew cockpit.

Entry Requirements
Valid IR

Advanced MCC
Simulator ALX FNPT2MCC. ~ A generic jet model that has many features from both B737 and A320 type aircraft. Features include twin FMC, CDU’s, weather radar, TCAS etc.

This course is aimed more at students who wish to bypass the turbo-prop route and start their airline career on a jet type. Most airlines now use a simulator assessment in their selection process this course will provide twenty hours of invaluable jet experience. In addition during this course you will be groomed on interview techniques and briefed on what airlines are looking for in prospective pilots. Although this is not a type rating, we use an advanced simulator replicating a generic medium jet type.

JOC Course ~ 16 Hours
With the complex generic medium jet version of the ALX we have the perfect platform to demonstrate characteristics of flight at high altitude in a swept wing aircraft. Also considered are operations at extreme temperatures both high & low. Realistic loft exercises where TCAS, extreme weather including windshear are encountered.

As part of the course you will have hands on experience of programming and learning functions of a Honeywell FMC CDU trainer, as used on both Boeing and Airbus aircraft.

8 Days Advanced MCC Utilising an ALX Simulator £1,995
10 Day MCC/JOC Course Combined £2,495
Standalone 2 day JOC Course £995
Training Course Fees

**Package One – ME/CB IR before CPL**

Private Pilot Licence (10% discount if paid in full £6,535) £ 7,260
Night Rating (4hrs Dual & 1hr Solo) £ 834
Flight Experience Course (84hrs Solo) £ 8,316
Residential ATPL Course (distance learning £2,100) £ 4,200
Multi Engine £ 2,430
Instrument Rating Course (PPL Pilot) £ 11,965
Commercial Pilot Licence Course (Pilot with IR) £ 3,970
Advanced MCC/JOC Combined £ 2,495

**Package Two - CPL before IR/ME**

Private Pilot Licence (10% discount if paid in full £6,535) £ 7,260
Night Rating (4hrs Dual & 1 hr Solo) £ 834
Flight Experience Course (123hrs Solo) £ 12,177
Residential ATPL Course (distance learning 2,100) £ 4,200
Commercial Pilot Licence Course (Pilot without IR) £ 6,040
Multi Engine £ 2,430
Instrument Rating Course (CPL Pilot) £ 10,085
Advanced MCC/JOC Combined £ 2,495

**Accommodation**

At Stapleford Flight Centre £ 175 per Week

**Payment of Flight Training**

Upon making a booking for any course we require a deposit which will remain on your account until 6 weeks after completion of all booked training.

Before you commence flying you must decide upon the method by which you will pay for your training;

A) Course by course. Payment can be made by Cash, credit /debit card, cheque (allow 7 days for clearance) or bank transfer.

B) Flying account. Lump sum paid into account then flown off. This method needs careful monitoring in order to ensure you always have funds in the account, if your account runs out you will NOT be permitted to fly until it has been topped up. Payment can be made by Cash, credit /debit card, cheque (allow 7 days for clearance) or bank transfer.

C) Pay as you go. Cash or credit/debit card immediately after each flight.

**Flight Training Hourly Rates**

The prices for the EASA Professional Pilot Training Package and the Individual EASA Courses assume that they will be completed within the minimum regulatory hours, as detailed in the Joint Aviation Requirements for Flight Crew Licensing. Where extra flight training is necessary it will be provided at the rates shown below:

<table>
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<th>Aircraft Type</th>
<th>Solo</th>
<th>Dual</th>
<th>Assessment Pre-Test</th>
<th>Block Hrs</th>
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<tr>
<td>Cessna 152</td>
<td>£145</td>
<td>£166</td>
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<td>Piper Warrior</td>
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<td>Piper Arrow</td>
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<td>FNPT2 CPL</td>
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<td>FNPT2 IR</td>
<td>£188</td>
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Additional Charges

Landing and Approach Fees
Landing fees will be charged when visiting airfields away from base and Instrument approach fees will be charged during the instrument training. Typical expenditures are shown below:

- Private Pilot Licence Course: 8 Landings @ £25 = £200
- Flight Experience Course: 10 landings @ £10 = £100
- Commercial Pilots Licence: Circuits at Alternative Airports = £350
- Instrument Rating Course: Landing and approaches = £650

Personal Items
Personal Equipment includes items such as headsets, charts, navigation tools, logbooks, etc. Budget for = £395

Examiner Fees

Stapleford Flight Test Fees
- PPL Exams (9 x £20) = £180
- Radiotelephony Test / Re-test = £60 / £30
- Private Pilot Licence Skill Test/ Re-test = £150 / £75
- Multi Engine Written Paper = £20 / £20
- Multi Engine Class Rating Skill Test/ Re-test = £100 / £50

CAA Fees
The following charges are effective from 1st April 2015

CAA Flight Test Fees
- Instrument Rating Skill Test / Re-test = £775 / £527
- Commercial Pilot Licence Skill Test / Re-test = £775 / £527

CAA Examination Fees
- ATPL Theoretical Knowledge Examination / Re-sit per paper = £952 / £68

CAA Licence Fees
- Private Pilot Licence = £183
- Multi Engine Class Rating = £119
- Instrument Rating (no charge if combined with CPL application) = £119
- Commercial Pilot Licence = £240

UK Medical Fees
- 1st Class Initial = £348

All prices shown above include VAT at the appropriate rate
Please note that prices may be subject to fuel surcharge