

Stapleford
Flight Centre London

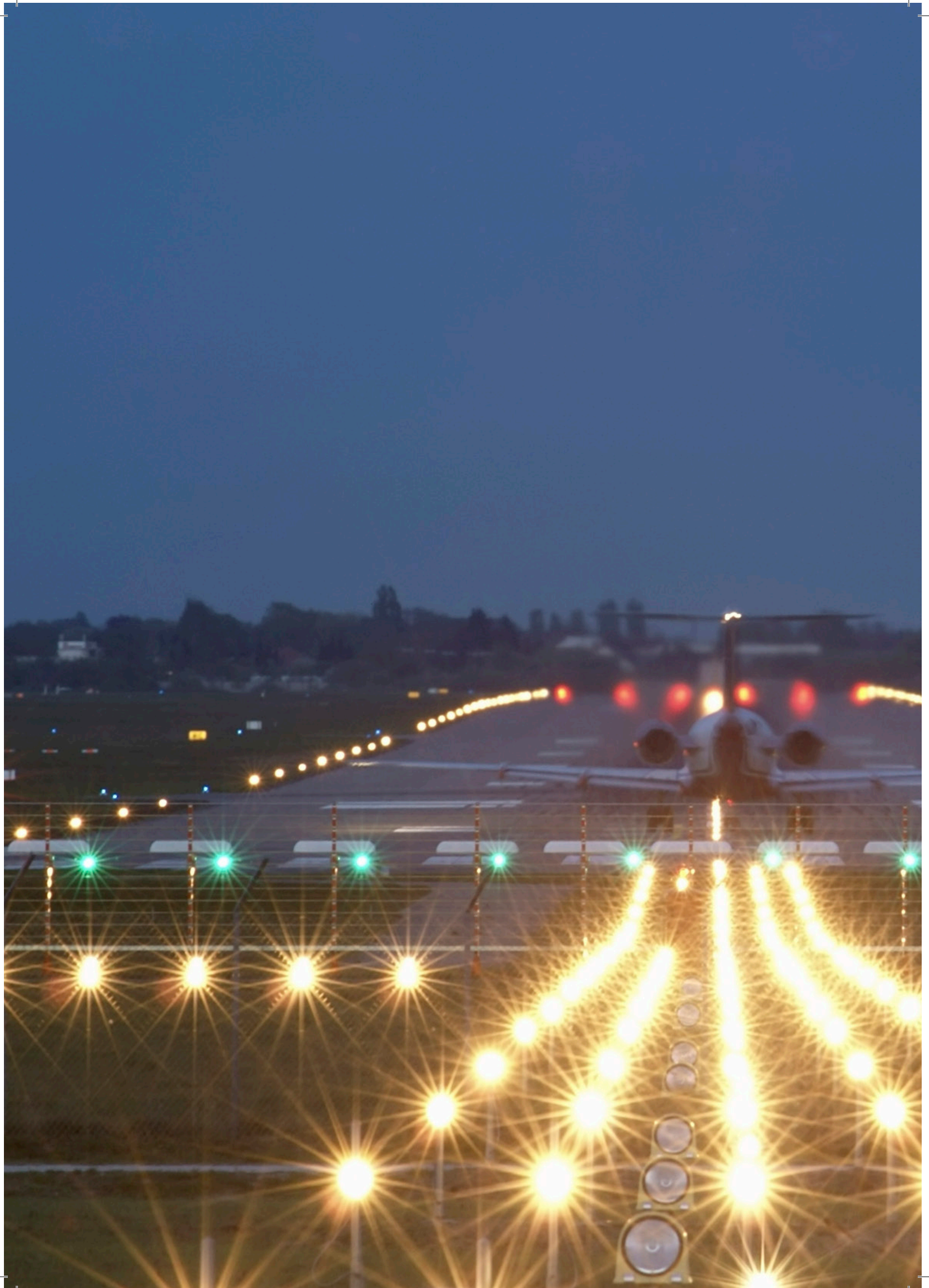


PROFESSIONAL PILOT TRAINING



Where *dreams*
Take Off





INTRODUCTION

Our Mission

Our aims are twofold:

To be a Flight Training Organisation that provides our customers with a cost-effective means to a successful career as a pilot of aeroplanes; using our highly experienced and successful instructors and dedicated staff.

To provide the Commercial and Private Aviation Industries with highly competent and safety conscious pilots.

Our Approvals

The United Kingdom Civil Aviation Authority and (EASA) European Aviation Safety Agency have approved Stapleford Flight Centre to conduct the training provided by the Professional Pilot Training package and the individual Modular Training Courses.

Post Brexit the UK CAA have resumed responsibility for the regulating and Licencing of pilots for UK Part FCL Licences which are almost identical to EASA system

Pilots who wish to fly commercially on G-REG aircraft and who do not have freedom of movement rights throughout Europe may choose UK licence option, those who may hold European or dual Nationalities may elect to hold either EASA or both EASA and UK Part FCL Licences.

Our Products

We offer Professional Pilot Training Packages for those people starting with no experience of flying. The package provides, in the UK or Europe, the training necessary for the grant of the Commercial Pilots Licence/Instrument Rating qualification. Holders of this licence are eligible for employment as airline pilots, and with the appropriate flight experience may upgrade their licence to an Air Transport Pilots Licence.

We also offer Individual 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 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 and Multi-Crew Co-operation Training.

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 Private Pilots Licence Course. If the PPL course is not completed for any reason, a refund of the advance payment less any training costs incurred will be made. 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 on the outskirts of London close to junction of the M25 and the M11 motorways providing excellent access by car.

Training Environment

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

Stapleford airfield is a privately owned facility so 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 aids which are used during the Commercial and Instrument Rating Course.

Aircraft

Our training fleet consists of 14 Cessna C152s, 1 Cessna C172, 3 Tecnam P2008s, 7 Piper Warrior PA28s, 3 Piper Arrow PA28Rs, 2 Piper Seneca PA34s, 2 DA42 Twinstars and 1 Firefly

Basic flight training takes place in C152 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. However; the C172, PA28 and Tecnam are also available for hire/instruction.

Advanced flight training takes place in the PA28, PA28R, DA42 and the PA34. All of these aircraft are fully approved for IMC operations. The PA28 and the PA28R are four-seater, single engine aircraft, the latter having retractable undercarriage and a variable pitch propeller. The PA34 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 (full authority digital engine control). The DA42 is approved for flight in icing conditions, so makes an excellent training aircraft for the IR.

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

Accommodation

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

Professional Training Package

The Aim

The 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 CPL/IR. Holders of this licence are eligible for employment as airline pilots, and with the appropriate airline experience may upgrade their licence to a full 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 a class one 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 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 270km/150nm between 3 different airfields.

The final section consists of preparation and rehearsal for the PPL Licence Skills 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. There are 9 ground school exams that must be passed as well as a Radio Telephony (RT) verbal test.

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

If the training takes place in a C152 it will comprise a minimum of:

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

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.

As the content and learning objectives are very similar it will be possible to sit EASA, UK Part FCL OR both ATPL written exams

Duration 7 Months

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 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 540km/300nm qualifying cross-country flight.

For students electing to complete the IR before the CPL we offer part hours building in a PA28/PA28R.

COMMERCIAL PILOT LICENCE COURSE

The Aim

The Commercial Pilot's Licence (CPL) Course can be undertaken either before or after the Instrument Rating (IR) and we provide the training required to meet the level of proficiency necessary to operate single-pilot multi-engine aeroplanes in a commercial environment.

Entry Requirements

Hold a PPL (A) issued in accordance with ICAO Annex 1.

Completed 5 hours night flight time, minimum 5 solo take off/landings, minimum 1 hour night Navigation.

Completed 150 hours total flight time (200 hours required prior to LST of which 100 must be P1).

Completed 20 hours cross-country flight time as pilot-in-command.

The cross-country flight time must include a qualifying 300nm cross-country flight.

Hold a valid Class 1 Medical.

Completed CPL and ATPL theoretical instruction and pass all 14 exams as set out in the EASA/UK FCL regulations.

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 PA28, however you have the option to fly in an PA28R, PA34 or DA42.

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 ALX flight simulator and a PA28. 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 flying, diversion procedures, and abnormal and emergency operations. The training is again in the PA28.

The final section consists of preparation and a formal skills test rehearsal in a PA28R, upon successful completion you will be issued with a certificate of competence which allows you to apply to take the CPL LST.

The test is completed with a CAA external examiner or an examiner who holds approval to test for EASA states.

The training comprises: 10 hours minimum of dual instruction in the PA28.

5 hours minimum of dual instruction in the PA28R

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

5 hours minimum of dual instruction in the PA28.

On completion of training the graduate may take the LST providing they have a minimum of 200 hours total flight time of which 100 must be PIC.

In order to achieve hours reduction on the IR Course; CPL must be issued prior to initial IRT (Instrument Rating Test).

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

For those who require both EASA and UK CPL it may, subject to instructor availability be possible to fly one LST (Licence Skills Test) with an examiner who holds approval for both with CAA and a EASA member state.

MULTI ENGINE / INSTRUMENT RATING COURSE

The Aim

The Multi Engine / Instrument Rating Course provides the training required for a candidate with no multi engine aeroplane experience, to obtain the 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 rating.
70 hours as pilot-in-command.

50 hours PIC cross-country flight time.

Passed a course of theoretical instruction as set out in the FCL.

Demonstrated use of English language as set out in the FCL.

Course Description

Initial multi training introduces the student to flight in a PA34 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 aircraft in 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 PA34.

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 on airways, and perform a standard instrument arrival.

The next 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 also to extend the experience of the pilot e.g. by flight in severe weather conditions, or to more distant airfields.

For those electing to be examined for an EASA IR a proportion of the training must be completed in E.U. Airspace which will require a minimum of 2 trips to France or Belgium to meet this requirement. The EASA IRT must commence and finish in EU airspace. Therefore positioned costs will need to be factored in. For those pilots who are wanting to hold both UK & EASA CPL IR; note that UK CAA will also expect IRT to be completed in UK airspace so two separate IR tests will be needed.

The final part of the training is a formal skills test rehearsal resulting in issue of a certificate of competence followed by the IR LST with an external CAA examiner.

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 IFR 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.



MCC COURSES

The Aim

The Multi Crew 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 environment.

Entry Requirements

Valid IR.

Advanced MCC

Simulator ALX FNPT2MCC. ~A generic jet model that has many features found in both Boeing B737 and Airbus 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, severe 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.
10 Day MCC/JOC Course Combined.
Standalone 2 day JOC Course.

APS MCC COURSE

The APS MCC is an advanced version incorporating MCC JOC but with twice as much actual Jet "hands on" exposure and visiting problems that occur with swept wing aircraft e.g. mach tuck & coffin corner.

The simulator element increases from the 20 hours on basic MCC course to 42 hours, Students are now assessed by a type rating examiner at the end of the course. The Groundschool element increased from 3 to 5 days with additional subjects such as TEM (Threat and Error Management), Flight Time Limitations & CRM etc.



FLIGHT INSTRUCTOR COURSE

The Aim

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

Entry Requirements

The following are mandatory 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 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.

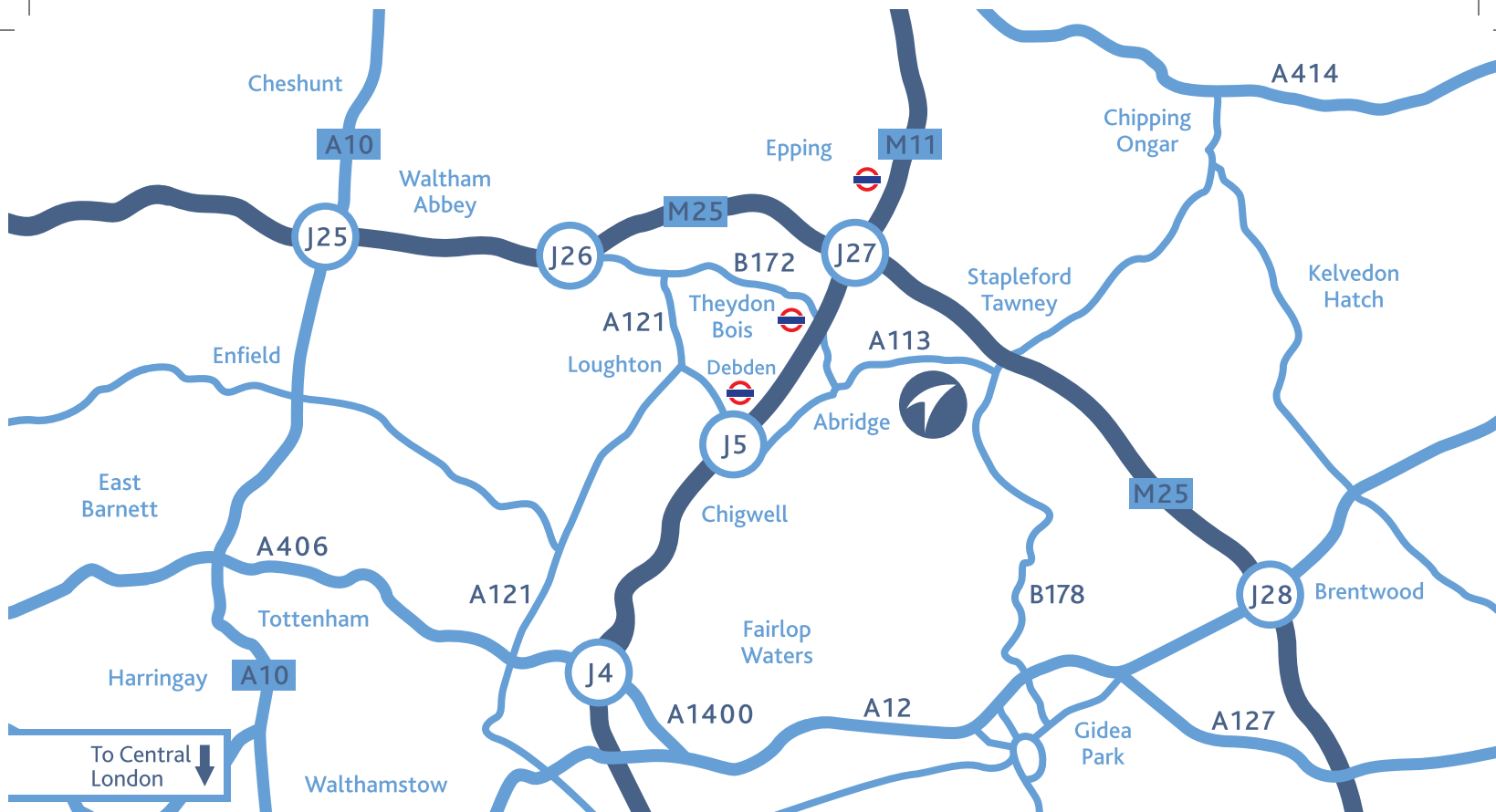
During the dual phase, the student instructor will learn how to demonstrate all of the PPL exercises, evaluate a student's performance and correct student errors.

Flight Instruction will be carried out in a PA28. A C152 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 plus 7 hours in a C152.



How to find Stapleford Flight Centre

How to find Stapleford Flight Centre

From the North

Exit M11 at Jct 7. Turn Left, A414 to Ongar. Turn Right, A113 towards Abridge, SFC on left 1/2 mile after 2nd roundabout.

From the West

Exit M25 at Jct 26. Turn Right, A121 towards Loughton. At 2nd roundabout, B172 to Theydon Bois. Continue through Theydon Bois to Abridge. At Abridge turn left, A113 towards Ongar. SFC on right after 2 miles.

Public Transport

By London Underground: Our nearest underground station is Debden which is on the Central line. There is a taxi rank just outside the station and you can catch a taxi from there to the Aerodrome.

From the South

Exit M11 at Jct 5. Turn right towards Chigwell. At roundabout turn left, A113 towards Ongar. SFC on right 2 miles after Abridge.

From the East

A12 or A127/A12 towards London. At Gidea Park turn right, B175 towards Ongar. At roundabout turn left, A113 towards Abridge. SFC on left 1/2 mile after 2nd roundabout.

Stapleford Aerodrome, Stapleford Tawney, Essex RM4 1SJ | Tel: 01708 688380 | Fax: 01708 688421 | Web: www.flysfc.com

Course Enquires: Course Co-ordinator: Lisa Wilkinson lisawilkinson@flysfc.com Tel: 01708 687103
Head of Training: Colin Dobney cd@flysfc.com Tel: 01708 687117

Stapleford Flight Centre is accredited by the British Accreditation Council (BAC) as an Independent Further and Higher Education provider. The BAC is a UK Border Agency approved body.

