



# PROSPECTUS

## JAA Modular Route

May 2011

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# Progress Flight Academy Prospectus

## General Information

*Progress Flight Academy is dedicated to developing pilots with a professional attitude and a genuine operational capability at a reasonable cost.*

### Introduction

Finding the right Flight Training Organisation is important to you. You are looking for quality in flight and ground training, a climate conducive to daily flying, and value for money.

Progress Flight Academy has specialised in full-time residential flight training courses since 1981; we are big enough to be efficient, yet small enough to care about each individual student.

We operate late model Piper Warriors and Piper Seminoles and two Frasca flight simulators. These aeroplanes are among the most modern and well equipped training aircraft available. The aeroplanes are owned and maintained by the Academy which ensures that they are readily available to students and costs are kept very competitive.

Our corporate clients include Tanzania Civil Aviation Authority, South African Civil Aviation Authority, South African Police Air Wing, Kenya Airways, Precision Air (Tanzania) and Frankfurt Zoological Society.

### Standards

Courses offered by Progress Flight Academy comply with all requirements of the International Civil Aviation Organisation (ICAO) and the South African Civil Aviation Authority (CAA). We follow the EEC Joint Airworthiness Authorities (JAA) flight training syllabus on the Professional Pilot Courses. Graduates achieve an outstanding operational capability.

### Instructors

John English leads the Flight Instructor team. With nearly 40 years experience as flight instructor, he has both a military and civilian flying background. John holds an Airline Transport Pilot Licence with a Grade 1 Flight Instructor Rating, is a CAA Designated Flight Examiner, and is also a qualified Mechanical Engineer and Aircraft Maintenance Engineer.

All our Flight Instructors completed an Integrated Course at Progress Flight Academy, and all are multi engine Instrument Rated full time employees. A Flight Instructor is assigned to each phase of your flight training. The number of students to each instructor is restricted, so that your time is used productively.

Ground school lectures are provided by full time employees of Progress Flight Academy. By limiting the size of courses we ensure that you get the personal attention you deserve, and the instructors are available outside formal lecture times to assist you with personal tuition as necessary.

### Aircraft

All the aeroplanes are owned, maintained and operated exclusively by the Academy. This ensures uninterrupted availability to students. The fleet is very modern; most aeroplanes were bought new by us between 2001 and 2007 and are similarly equipped. There are just two types in the fleet:

- Seven Piper Warrior IIIs, PA28-161; and
- Two Piper Seminoles, PA44-180.

The Piper Warrior III is used for elementary flight training. The Warriors in our fleet are late model low wing four seat aircraft with 160 hp Lycoming engines. These aircraft are stable, docile, and easy to handle, and perform well with a good climb rate and cruise speed. The fuel endurance is excellent with very safe reserves for the routes flown, and they are well equipped with modern avionics and features such as standby instrument air system and emergency locator transmitter.

These characteristics make the Warrior III an efficient and safe basic training aircraft. At most major aerodromes you will find Piper Warriors available for hire, which is an advantage for the continued flying of Private Pilots.

The Piper Seminole (PA44-180) is Piper's newest light twin, designed especially for flight schools. The Seminole is a four seat, low wing aircraft with a tee tail; the two 180 hp engines give a lively performance and an economical cruise speed of 155 kt. Handling is delightful with well-harmonised and responsive controls and

# Progress Flight Academy Prospectus

## General Information

good stability. It is an excellent multi-engine training aircraft. This aircraft is used for the flight training towards the multi engine rating, the Instrument Rating, and the Commercial Pilot Licence. Our 2005 model Seminole has a comprehensive avionics fit which includes dual NAV/COM/GPS, ADF, DME HSI and a coupled autopilot.

### Flight Simulators

The flight simulators used are Frasca models featuring "Computer Driven Simulation" techniques, which are the most responsive and realistic simulators of their kind. They can be programmed to simulate any facility in the world, giving you the opportunity to practise instrument approaches in your own area. A very high standard of student proficiency is achieved.

The Frasca 131 is used as an Instrument Flight Procedures Trainer for the procedural instrument flight training. It emulates a complex single engine aircraft.

The Frasca 142 is used as an Instrument Flight Procedures Trainer for the applied multi-engine instrument training. Performance and handling emulates the Piper Seminole.

### Maintenance

We have our own Aircraft Maintenance Organisation (AMO) that handles all routine service and maintenance. This enables us to keep our aircraft in optimum condition and readily available. Students are also able to gain greater insight into the technical aspects of the course.

### Progress Aerodrome

Progress is a private aerodrome developed specifically as a training aerodrome for the exclusive use of Progress Flight Academy to avoid the frustration and wasted time that accompanies flight training at busy airports. The rural setting of grass runways and surrounding woodlands just outside the Port Elizabeth city limits and the paucity of air traffic make it an absolute pleasure for flight training.

The General Flying Area is only 4 miles away and Port Elizabeth International Airport is only 13 miles, so we are very well situated for available flying facilities.

At the Port Elizabeth Airport we have ready access to Navigational and Approach Aids. Instrument Approach procedures may be practised extensively by students on the advanced courses and considerable experience of operating in controlled airspace is gained which is not available for training flights in busier centres.

### Accommodation

Courses include full board accommodation for the duration of the course in one continuous period. This includes three meals a day, tea or coffee at any time, and laundry.

Students are accommodated in single study-bedrooms in one of the 'lodges' on the aerodrome. Each 'lodge' has twelve study-bedrooms, ablutions, a small kitchenette and a lounge with TV. Wireless internet access is available free of charge in all lodges.

The 'mess' is the focal point of the accommodation area. Our on-site catering staff provide the meals in the dining room. There is a lounge with coffee bar and pool table overlooking the swimming pool. Facilities available to residential students include a library and computers with free internet access.

### Transport

Transport is provided between the Port Elizabeth airport and Progress Aerodrome at the beginning and end of your course, for necessary trips such as examination sittings, as well as for periodic outings. You will not need a car.

### Clothing

Students on short courses such as the Private Pilot Licence are expected to wear smart casual clothing. The best clothing for flying is natural fibre (wool, cotton). Synthetic materials and blends are not recommended. Shorts and loose fitting or high heel shoes are not suitable. Students on advanced training and the Professional Pilot Programme wear uniform.

# Progress Flight Academy

## Key Benefits

These Key Benefits relate specifically to the International Professional Pilot Course, but most are applicable to all Professional Pilot courses at Progress Flight Academy.

### **Pedigree**

The courses at Progress have evolved during thirty years of experience at flight training in the variable weather conditions of the Eastern Cape. In particular, special techniques for orientation during instrument flight have evolved which allow the pilot to maintain good situation awareness and to effectively compensate for the effect of wind.

The excellent training provided by the South African Air Force has had a positive impact on Progress courses; the Head of Training (Major John English) was actively involved in SAAF light transport operations for twenty four years.

We also worked closely with South African Airways on the development of their CPL/ IR (ME) training programme, and incorporated their requirements into our standard courses. More recently, Progress Flight Academy has been awarded a contract to train professional pilots for the Tanzania CAA and Kenya Airways.

### **Groundschool**

Progress Flight Academy courses provide theory instruction to Airline Transport Pilot Licence level.

The Private Pilot Licence groundschool is concurrent with the flight training and is completed in nine weeks. Progress Flight Academy is a CAA examination centre, so the examinations are written on-line at the base.

For the Airline Transport Pilot Licence groundschool two lecture modules, of eight and seven weeks duration, are held for the 'Technical' and 'Navigation' groups respectively. The practical content is covered in detail to impart true understanding; for example, students will disassemble and reassemble a Continental O-200 aircraft piston engine.

Students write a progress test every week and two full mock examinations on the completion of each module. Detailed debriefing of tests and examinations ensures that students are ready for the CAA exams. The CAA exams are written in two stages in Port Elizabeth. The groundschool is achieving outstanding results.

### **Flight simulators**

Progress has two Frasca flight simulators: a Frasca 131 single-engine model and a Frasca 142 multi-engine model. The Frasca simulators are realistic aircraft simulators with proper aircraft instruments, avionics, controls and cabin. They are very efficient, powerful and cost-effective training tools.

### **Aircraft**

The single engine aeroplane fleet of seven late model Piper PA28-161 Warrior III aircraft is used for the initial flight training. They have the latest technology Garmin package which includes GPS with a moving map display.

Multi-engine training is done on one of our two Piper Seminole light twin aircraft. We have a new 2005 model with HSI, autopilot and a full Garmin avionics package for the Instrument Flight Training.

The fleet provides the whole spectrum of traditional light aircraft avionics. The Warriors have elementary VOR, ILS and RBI displays; the new Seminole has a sophisticated Horizontal Situation Indicator display and autopilot system capable of flying a coupled instrument approach.

# Progress Flight Academy

## Key Benefits

### Flight training

The flight training is highly structured and complies with the ICAO syllabus. It also follows the European JAR syllabus very closely. The course contains sufficient premium hours for the average student to achieve a high level of proficiency, and we have an outstanding first-time pass rate for the flight tests.

Particular emphasis is placed on handling and visual navigation skill during the single engine stage. Operating off short grass runways, students become very proficient at short landing and take-off technique. GPS is not permitted on the navigation flights during the initial consolidation.

A very comprehensive multi-engine conversion is done, which culminates in the student flying the Piper Seminole solo. Very few schools allow solo flight in their multi-engine aircraft, but we attach a great deal of importance to this. Not only does it show that we have confidence in our training, but the student self-confidence and self-esteem is considerably enhanced.

Instrument training includes international procedures such as DME arc and VOR DME hold techniques, and culminates in airways flights from Port Elizabeth to East London and return.

At the completion of this training the student is ready for the flight tests and will expect to pass first time.

### Efficiency

The most constructive use of the available flight time is achieved with a highly structured course, clear objectives for each flight, and an ideal environment for efficient training.

The coastal location means optimum climb performance is achieved. The General Flying Area is only four miles away and is usually accessed by a continuous climb through the Port Elizabeth TMA. At Progress Aerodrome the taxiing time is minimal, there are no significant take-off delays, and the circuit is never congested.

Above all, the magnificent instrument navigation facilities at Port Elizabeth airport are available without restriction or delay for most of the day. Departing from Progress we will be commencing an instrument approach at PE earlier than if we were based at PE itself. This is in vivid contrast to attempting instrument training at busy centres such as Johannesburg, Cape Town and Durban where the traffic density severely restricts access.

### Weather

The Eastern Cape weather does not have 360 plus days per year perfect flying weather. The coastal weather is complex involving such phenomena as frontal systems, coastal lows, advection fog, radiation fog and orographic cloud etc. And wind. During a course the students will experience the different seasonal weather patterns, and the rapidity with which the weather can change.

Progress students learn how to fly safely in strong wind, and how to handle crosswind landings. The solo navigation routes involve coastal and mountainous terrain, which means that intelligent pre-flight weather assessments and decisions have to be made.

Most students will need to make en-route weather decisions during their navigation flights, possibly making a real weather diversion. This experience is of immense value to the student. It develops self-confidence and decision-making ability, and promotes a real understanding of the weather systems.

The weather also gives the important opportunity to do instrument flight training in actual cloud, and we consider this to be a vitally important experience. In fact we do as much 'actual IMC' as possible, and try to expose the students to instrument approaches to minima.

Progress students are weather wise!

# Progress Flight Academy

## Key Benefits

### **Operational capability**

The main objective of the training is to give the graduate pilot a true operational capability as the pilot of a multi-engine piston aeroplane. Students are thoroughly trained in emergency procedures, and in particular they are trained to handle an engine failure on a multi-engine aircraft in any conceivable situation.

Graduates from the Professional Pilot Course have the ability to use avionics from basic displays through to Flight Director/ autopilot systems.

Many first jobs will involve operating between small country airstrips and regional hub airports. Progress students are adept at short field operations, and have excellent visual navigation skill. They are also competent at IFR operations in the airways system.

### **Value**

Progress offers premium equipment that is not collectively available at any other Flight School in South Africa at this time; and the hourly rates are very competitive. The course has a full quota of hours on multi-engine aircraft, and instrument training time; this is comparable to the best international practice and exceeds the JAA minimums.

The course price is fully inclusive of all disbursements, accommodation, meals etc including the initial and renewal aircrew medical examinations for 'International' courses; medical examinations are not included in the 'Domestic' courses as we expect the candidate to do this before enrolment.

If you look above the bottom line at the quality and content of the course, you should conclude that it offers the best value available.

Progress Flight Academy Prospectus

# JAA Modular route – module ‘One’ Course Guide

The ‘module One’ course is a highly structured training programme designed to provide the experience and operational capability necessary to transition efficiently to the JAR modular courses for the JAR CPL/ IR (ME).

## Key Benefits

- Modern and well equipped Piper Warrior III and Piper Seminole aircraft
- Course is structured to achieve high proficiency in navigation and general handling
- Training is efficient and seamless from ab-initio to the beginning of the JAR modules
- Varied topography and weather conditions provide valuable experience of different operations
- Rules and Flight Procedures are ICAO, so that ATC procedures, flight plans, altimeter setting procedures are close to JAR (unlike the USA)
- Competitive all inclusive course price including accommodation

## Introduction

The aim of the Module One course is to train the ab-initio student pilot to a high level of competency in navigation and general handling of single engine and multi-engine aircraft, and to provide the flight experience and qualifications necessary to proceed with the JAR modules for the groundschool, IR and CPL. The course is highly structured and follows the same syllabus as the Progress Flight Academy CPL/ IR (ME) course.

Graduates will hold a South African Private Pilot Licence with Night Rating and Multi-engine Land Class rating, and the Restricted Radiotelephony Operator’s Certificate. This licence may be used in the UK for visual flight by day, for entrance to the JAR CPL or ATPL exams, and for the JAR CPL and IR tests; so you will not need to obtain a JAR PPL.

Check out the true value of this course. It may seem a little more expensive than unstructured ‘hour-building’ at first sight, but some of the ‘hidden’ expenses of unstructured courses in the USA are things like accommodation, transport between the accommodation and the flight school, meals, laundry, etc. When you compare carefully you will see the inherent value considering that it is a highly structured course and it includes everything (except your flight to and from Port Elizabeth).

The module ‘One’ course provides flight training and experience which meets or exceed the JAR-FCL solo requirements:

1. ICAO Private Pilot Licence
2. Night rating
3. Multi-engine rating
4. Total 155 flight hours in aeroplanes, plus 5 in a simulator (FNPT I).
5. Solo flight hours required for modular JAR-FCL CPL/ IR
  - a. 100 hours Pilot-in-Command
  - b. 50 hours Pilot-in-Command cross-country, including
    - i. 300 nm solo navigation route
  - c. 10 hours Pilot-in-Command night

To complete the training for the JAR CPL/ IR (ME), the remaining modules need to be done at JAR approved Aviation Training Organisation:

- CPL or ATPL ground-school
- IR flight training (50 hours SE, 55 hours ME)
- CPL flight training (15 hours)

We are very flexible in meeting the individual requirements of students. Contact us if you already have flight time logged.

Progress Flight Academy Prospectus  
**JAA Modular route – module ‘One’ Course Guide**

## **Flight training**

The first ten weeks of the course are devoted to obtaining the Private Pilot Licence. A separate specification sheet covers the PPL in detail. A consolidation phase follows during which further general handling and day cross-country solo flights and the Night Rating are completed on the Piper Warrior III.

General handling training concentrates on achieving a high degree of precision. Operation off relatively short unpaved runways makes students expert at short and soft field take-off and landing technique; excellence in precision landings is a hallmark of Progress students. From ab-initio training the student is required to control approach speed and approach path within a close tolerance; with this sound foundation, students are taught the correct technique to safely land the aircraft on a chosen spot at the minimum speed.

The solo visual navigation training includes three ‘prescribed’ day navigation routes. Each route is over 300 nautical miles long and involves two away landings; one at a major regional airport with air traffic control and radio navigation aids, the other at a remote country aerodrome out of range of these navigation aids. Routes have been carefully chosen to develop navigational skill by becoming progressively more demanding. Topography varies from the arid ‘Karoo’, through the mountainous regions at the edge of the great escarpment, to the relatively lush coastal belt. Students are encouraged to use surface based navigational aids when in range, but use of satellite-based aids (GPS) is not allowed.

Students are then instructed in ‘Tactical’ navigation, which involves low level navigation with precise tracking and accurate timing. This is the essence of rally navigation; we encourage students to participate in rally events, and our students enjoy great success.

The visual navigation training concludes with a Commercial Pilot Licence Standards Navigation Test to the International Civil Aviation Organisation (ICAO) procedure to ensure that the student has achieved the appropriate navigation skill.

The Night Rating builds on the five hours instrument training in the Frasca 131 with five hours Instrument Training in the aircraft. A high standard of competency of instrument handling for the Night Rating is essential due to the really dark nights in the more tropical latitudes. Approximately five hours are flown at night which includes circuits and a night navigation flight. Students are taught the correct and intelligent use of GPS during this stage; and they become proficient at night approaches with limited visual references, the so called ‘black hole’ technique.

Two prescribed solo night navigation routes are flown, each exceeding 300 miles and with a landing at both a major airport and a small country aerodrome. Students tackle these flights in confidence having been taught the correct and safe technique for landing at remote aerodromes with limited visual references. Day navigation flights on long routes to major centres are flown at the students’ discretion; students are encouraged to form groups and undertake long International flights.

The Multi-engine Class and Type training is very comprehensive; a total of 11 hours flight time on the Piper PA44 Seminole is planned for the conversion, which includes dual instruction and the MEL Class test. The student then flies four hours solo consolidation. This solo time is very important to the development of the student’s confidence and self esteem.

## **Ground training**

The Private Pilot Licence groundschool is to the JAR PPL syllabus, and covers the basics of Human Factors, Meteorology, Aviation Law, Navigation, Flight Planning and Performance, Engines and Airframes, Principles of Flight and the syllabus for the Radiotelephony Certificate (Aeronautical).

The theoretical training proceeds in parallel with the flight training for the Private Pilot Licence. It is a combination of 72 hours of lectures and 80 hours of assignments and individual study. The lectures average three hours per day over five weeks; the syllabus and tests are comprehensive yet practical.

Progress Flight Academy Prospectus

# JAA Modular route – module ‘One’ Course Guide

## Examinations and tests

We are a CAA approved test centre so all CAA PPL examinations and tests are written on-line at Progress. The examinations are single subject papers, and all questions have multiple choice answers. The examinations are completed progressively throughout the course. There is also a written examination and a practical test for the Radiotelephony Certificate.

The PPL General Flight Test takes about one hour during which the various manoeuvres covered in the training syllabus are demonstrated; and there is a separate Navigation Flight Test. The Night Rating Test is also about one hour; it involves instrument flight on full and limited panel, and night handling.

The Multi-engine Class test is just over one hour, and concentrates primarily on asymmetric handling. There is a written type rating examination for the PA44.

## Duration and dates

Courses commence every six weeks on the same dates as the PPL courses. Duration is 16 weeks. Candidates who already have a South African PPL may commence at any time.

## Validity

Private Pilot licences are valid for an initial period of one year, after which a Flight Test is required. Thereafter it is valid for as long as the medical certificate, which is two years if age below 40, one year if age 40 or over. A Flight Test is required every second year.

The privileges of a South African PPL may be exercised in some countries (i.e. UK, USA) for visual flight by day.

## Course Content

The ‘Module One’ multi engine course (160 hour) includes:

- 140 hours flight training in a Piper Warrior III
- 15 hours flight training in a Piper Seminole
- 5 hours training in a Frasca 131 flight simulator
- Aviation Medical Examination (initial)
- Lectures & personal tuition in theoretical study for the PPL
- Flight briefings and de-briefings
- Flight Instruction
- Textbooks, charts, and Navigation equipment, headset
- Aeroplane hull excess insurance cover (R25 000)
- Personal accident insurance cover (R500 000)
- Landing, approach and en-route navigation fees
- Licence and Rating issue fees
- Flight test fees
- Full board accommodation for 4 months, including three meals a day and laundry
- Airport transfers and Scheduled local transport

# Progress Flight Academy

## Price List

### module 'One' courses

Revised 9 May 2011 Effective 1 June 2011 Valid until 31 December 2011 Prices include VAT where applicable.	module 'One' course for ab-initio student 160 hours	module 'One' course for student with a SA PPL 115 hours	module 'One' course for student with a JAA PPL 115 hours				
<b>Course code:</b>	<b>Mp1</b>	<b>M1(sa)</b>	<b>M1(jaa)</b>				
<b>TRAINING</b>	<b>Qty</b>	<b>Cost</b>	<b>Qty</b>	<b>Cost</b>	<b>Qty</b>	<b>Cost</b>	
Piper PA28 Warrior III	1150.00	140	161,000.00	100	115,000.00	100	115,000.00
Piper PA 44 Seminole	2560.00	15	38,400.00	15	38,400.00	15	38,400.00
<b>Aircraft total</b>		155	199,400.00	115	153,400.00	115	153,400.00
F131 simulator instruction	640.00	5	3,200.00		-		-
F142 simulator instruction	900.00		-		-		-
<b>Flight hours Total</b>		160		115		115	
Flight Instruction fee (SE)	360.00	54	19,440.00	32	11,520.00	32	11,520.00
Flight Instruction fee (ME)	420.00	11	4,620.00	11	4,620.00	11	4,620.00
<b>Flight Training Total</b>			226,660.00		169,540.00		169,540.00
Lectures and Tuition - PPL	2700.00	1	2,700.00		-		-
Lectures and Tuition - ATPL	12000.00		-		-		-
ATO test centre fees (CAA on line exams)	170.00	7	1,190.00		-	3	510.00
Aircraft Hull Excess waiver	1400.00	1	1,400.00	1	1,400.00	1	1,400.00
Books and equipment			6,190.00		1,060.00		1,520.00
<b>Training Total</b>		R	238,140.00	R	172,000.00	R	172,970.00
<b>EXPENSES</b>							
Disbursements			3,610.00		730.00		1,400.00
ATNS fees & off base landing fees			1,290.00		1,130.00		1,130.00
<b>Total course excl accommodation</b>		R	243,040.00	R	173,860.00	R	175,500.00
Accommodation, months	5700.00	5.0	28,500.00	3.0	17,100.00	3.5	19,950.00
<b>TOTAL COURSE PRICE</b>		R	271,540.00	R	190,960.00	R	195,450.00
<b>Non-refundable deposit</b>		R	8,000.00	R	8,000.00	R	8,000.00
<b>ADVANCE PAYMENT PLAN</b>							
<b>Total course price</b>		R	271,540.00	R	190,960.00	R	195,450.00
less: Non-refundable deposit			8,000.00		8,000.00		8,000.00
<b>Balance due on commencement</b>		R	263,540.00	R	182,960.00	R	187,450.00
<b>INSTALMENT PLAN</b>							
<b>Total course price</b>		R	271,540.00	R	190,960.00	R	195,450.00
less: Non-refundable deposit			8,000.00		8,000.00		8,000.00
<b>Balance</b>		R	263,540.00	R	182,960.00	R	187,450.00
<b>Monthly instalment</b> x		5	52,710.00	3	60,990.00	3	62,490.00

Progress Flight Academy  
**Course Start Dates – 2011**

**Professional Pilot Courses – ab-initio**

The start dates for ab-initio Professional Pilot Courses are Tuesday:

- 4<sup>th</sup> January 2011
- 8<sup>th</sup> February 2011
- 22<sup>nd</sup> March 2011
- 10<sup>th</sup> May 2011
- 21<sup>st</sup> June 2011
- 2<sup>nd</sup> August 2011
- 13<sup>th</sup> September 2011
- 8<sup>th</sup> November 2011

The full timetable for each Professional Pilot Courses is available on request from [info@flightacademy.co.za](mailto:info@flightacademy.co.za)

**Professional Pilot Courses – for PPL**

The start dates for Professional Pilot Courses for students who hold a South African Private Pilot Licence are six weeks after the start date for the ab-initio course.

Students who hold a Private Pilot Licence issued in another state start at the same time as the ab-initio students as they have to do the Pilot Licence ground school and write the CAA on-line examinations for the South African Private Pilot Licence.

**Private Pilot Licence and module 'One' Courses**

The start dates for ab-initio Private Pilot Licence and module 'One' Courses are the same as the Professional Pilot Course dates.

**Airline Transport Pilot ground school start dates**

The Airline Transport Pilot ground school modules, which are integrated into the Professional Pilot Courses, commences Tuesday:

- 10<sup>th</sup> January 2011
- 4<sup>th</sup> April 2011
- 9<sup>th</sup> May 2011
- 27<sup>th</sup> June 2011
- 8<sup>th</sup> August 2011
- 26<sup>th</sup> September 2011
- 24<sup>th</sup> October 2011
- 9<sup>th</sup> January 2012