



PROSPECTUS

Integrated Professional Pilot Course

September 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

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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.

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Professional Pilot – Integrated Course Guide

Introduction

The aim of the integrated Professional Pilot Course is to train the ab-initio student pilot to the level of proficiency necessary to operate a single pilot multi-engine aeroplane in commercial air transportation. Graduates will obtain the South African Commercial Pilot Licence (Aeroplane) with unrestricted multi-engine Instrument Rating (CPL/IR (ME)) and will have passed the Airline Transport Pilot Licence examinations.

The Integrated Professional Pilot Course is a high quality course which enables a student with no previous flight training to achieve a Commercial Pilot Licence and Instrument Rating in one continuous course at the same Aviation Training Organisation. It is particularly suitable for candidates who aspire to an airline career. Progress Flight Academy has specialised in this type of training for over 20 years.

Compared to the Modular route, the integrated course achieves additional instrument flight experience through Student pilot-in-command (SPIC) time; the student acts as pilot-in-command in instrument flight operations under supervision of a Flight Instructor.

The cost of the integrated course is less than an equivalent modular course because the number of pilot-in-command hours is reduced.

The privileges of a Commercial Pilot Licence (CPL) above those of a Private Pilot Licence (PPL) are to act as pilot in command in commercial air transportation of any aircraft having a maximum certificated mass of 5700 kg or less, and to act as co-pilot in larger aircraft.

Key Benefits

- Efficient training in an environment that maximises proficiency
- Modern well equipped Aeroplanes and realistic Flight Simulators
- Most comprehensive and thorough ATP ground school
- Industry recognised high standard of graduates
- Courses modelled on European JAR-FCL standards

Entry requirements

The applicant for a SA CPL must be at least 18 years of age and in possession of a valid SA Class 1 Flight Crew Medical Certificate. Fluency in the English language is essential.

The International recommended entry requirement for a Professional Pilot Course is equivalent to a GCSE (IGCSE or GCE) 'O' level pass in five subjects, which should include English, Mathematics and a Science subject

For South African students this means a Secondary Certificate with University Entrance Endorsement. If eventual airline employment is envisaged, then the maths should be a grade D on higher grade or a grade C or higher on standard grade; this is the desired standard for enrolment.

The Integrated Course is an ab-initio course intended for students with no previous flight training. Students who already possess a Private Pilot Licence may be admitted to the course and allowed some credit towards the flight training hours.

Courses

We offer three integrated course alternatives for Professional Pilot training:

- Integrated Domestic CPL/ IR (ME) Course
- Integrated International CPL/ IR (ME) Course for ICAO states
- Integrated International CPL/ IR (ME) Course for Tanzania

The 'Domestic' course has 190 hours of flight time and meets the ICAO and SA CAA flight time requirement for the CPL / IR and is intended for candidates who plan to operate in South Africa.

The 'International' course has two options:

- 240 hours flight time including 100 hours pilot-in-command required for conversion to an ICAO licence outside of South Africa;
- 225 hours flight time including 85 hours pilot-in-command for conversion in Tanzania.

The courses are based on the use of the Piper Warrior III for basic training, and the Piper Seminole for multi engine training. Line Orientated Flight Training (LOFT) is flown in the Piper Warrior and Seminole.

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Professional Pilot – Integrated Course Guide

Ground Training

PPL Ground Training

The theoretical training proceeds in parallel with the flight training and is a combination of 72 hours of lectures and 82 hours of assignments and individual study. The syllabus and tests are comprehensive and to a high standard based on best International practice.

The groundschool 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 new CAA syllabus is considerably expanded from the previous syllabus and a considerable amount of study is now required.

ATP Ground Training

The Airline Transport Pilot ground-school is conducted in two modules for the 'Technical' and 'Navigation' groups respectively. The 'Technical' subjects are Radio, Instruments, Aircraft Technical and Human Performance. The 'Navigation' subjects are Navigation, Plotting, Meteorology, Flight Planning and Law & Operations.

The duration of the modules are twelve and eleven weeks; the lectures are held four hours per day five days a week for eight and seven weeks, followed by three weeks for revision and mock exams. The CAA SA ATPL examinations are written in Port Elizabeth on completion of the Mock exams. There is usually a ten-day break after the first CAA exam sitting.

The course assumes the student has knowledge of the Private Pilot Licence syllabus; it starts with revision of this syllabus and with revision of basic maths and general physics that is relevant to the course. Apart from the lectures, working through examples in class consolidates each major concept. Homework assignments (tutorials) are given at regular intervals to consolidate the material and assess understanding. Progress Tests using typical CAA examination questions are conducted every week, and at the end of each module there is a three week revision period during which two full mock examinations are conducted. A full debrief is held on all tests and mock examinations.

The entire ground-school is designed to be as practical as possible, imparting a true understanding of the subjects and expanding on the CAA exam syllabus in areas where additional practical knowledge will provide better operational capability and safety. For example, students will disassemble and reassemble a Continental O-200 aircraft engine (as fitted to Cessna 150).

The lecturers are full-time employees of Progress Flight Academy and are available outside of normal lecture hours for individual tuition where necessary.

A full report is sent to the sponsor on completion of each part.

A grand total of 756 hours is spent on lectures, tutorials, tests, mock examinations and debriefing. This does not include time spent on flight briefings.

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Flight Training

Our International CPL/ IR (ME) course is described in detail; the Domestic course follows the same general format with variations as described below and as detailed in the price list.

Integrated International CPL/IR (ME) Professional Pilot Course (240 hours)

A total of 240 hours flight training is provided in two stages:

- 158 hours basic single engine aeroplane and 25 hours simulator
- 42 hours light multi engine aeroplane and 15 hours simulator.

Total instrument time in this course is 80 hours, which includes 40 hours in aeroplanes and 15 hours in multi engine aeroplanes. We endeavour to fly as much as possible in actual Instrument Meteorological Conditions (IMC) as this is important to build confidence and operational capability. Students are able to practice approaches applicable to their own geographic area on the Frasca 142 flight simulator.

Stage 1 – Basic single engine aeroplane:
183 hours flight time.

The first fourteen weeks of the course are devoted to obtaining the Private Pilot Licence and consolidation during which further general handling and day cross-country solo flights are completed on a Piper Warrior III.

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

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. Use of surface based navigational aids is encouraged, 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 visual navigation training concludes with a Commercial Pilot Licence Standards Navigation Test to the ICAO procedure.

Concurrent with this training the student completes the night rating, which introduces the student to Instrument Flight; this comprises 5 hours in the Frasca 131 simulator followed by 5 hours Instrument Training and 5 hours night flight in the Piper Warrior. When the night rating is issued, 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.

Navigation flights on long routes to major centres are then flown at the students' discretion; students are encouraged to form groups and undertake long International flights. Garmin GPS with a moving map display is installed in all our single engine aircraft; students are taught the correct, intelligent use of GPS during this stage.

Procedural Instrument Flight training uses the Frasca 131 and the Piper Warrior. Optimum methods have been evolved for visualising instrument indications to achieve maximum situation awareness. The syllabus includes International procedures such as DME arc approaches that are used in many states outside South Africa.

Stage 2 – Multi-engine aeroplane:
57 hours flight time.

Flight Training commences on the Piper Seminole light twin with the Multi Engine Land (MEL) Class rating. Training then proceeds with applied instrument training on the Frasca 142 multi engine flight simulator, and concludes with instrument training and general handling consolidation in the Piper Seminole, including two hours solo time.

Multi-engine Class and Type training is very comprehensive; a total of 13 hours flight time is planned for the conversion, which includes dual instruction and the MEL Class test. The student flies two hours solo consolidation. This solo time is very important to the development of the student's confidence and self esteem, yet very few schools allow such solo flight in their multi-engine aircraft.

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Our Frasca 142 multi-engine simulator is used to develop multi-engine instrument flight skill and gain experience in applied IFR operations; students are trained to a high standard efficiently, economically, and in complete safety. The instrument and general handling skills are developed in parallel during further flights in the Piper Seminole until the required competency is achieved. The emphasis is on achieving a genuine capability as the commander of a multi-engine piston aeroplane.

A short Line Orientated Flight Training (LOFT) module is done in the Piper Seminole. The LOFT is conducted in Instrument flight conditions whenever possible, and half the flight time is at night. The Instrument Rating and Commercial Pilot Licence flight tests are both taken in a multi-engine aeroplane (Seminole).

An in house CAA Designated Flight Examiner conducts the CPL and IR flight tests from Progress aerodrome. There are usually 3 separate flights, an Instrument Flight Test, a CPL day test, and a CPL night test.

Integrated Domestic CPL/ IR (ME) Professional Pilot Course (190 hours)

The Domestic CPL/ IR (ME) Course is intended for candidates who plan to operate in Southern Africa or Asia; it meets the flight time requirements for the issue of a South African CPL/ IR.

A total of 190 hours flight training is provided in two stages:

- 123 hours basic single engine aeroplane and 20 hours simulator
- 37 hours light multi engine aeroplane and 10 hours simulator.

Total instrument time in this course is 70 hours, which includes 40 hours in aeroplanes and 15 hours in multi engine aeroplanes.

Validity

Pilot licences are valid for as long as the medical certificate, which for a CPL is one year. A flight test is required on the first renewal of a CPL, and thereafter at three year intervals. The Instrument Rating requires 3-monthly currency experience and annual renewal Flight Test.

Duration and dates

We commence a new course every six weeks. Course duration is:

- International CPL/ IR (ME) Course – 14 months
- Domestic CPL/ IR (ME) Course – 12 months

Course content

The International CPL/ IR (ME) Course (240 hour) includes:

- Aircrew Medical Examination fees (initial and renewal)
- 158 hours flight training in a Piper Warrior III
- 42 hours flight training in a Piper Seminole
- 25 hours training in a Frasca 131 flight simulator
- 15 hours training in a Frasca 142 flight simulator
- Lectures & personal tuition in theoretical study
- Flight briefings and de-briefings
- Flight Instruction
- Textbooks and Navigation equipment
- Uniform
- Aeroplane Excess Insurance waiver
- Landing, approach and en-route navigation fees
- Radiotelephony Certificate issue fees (Restricted and General)
- Licence and Rating issue fees
- CAA examination fees and ATO Test Centre fees for PPL subjects (seven sittings)
- CAA examination fees for ATPL subjects (nine sittings)
- Flight test fees
- Full board accommodation for 14 months, including three meals a day and laundry
- Scheduled local transport

The course fee is fully inclusive, and there are no hidden extras.

The cost of the Aircrew Medical Examinations is not included in the Domestic Course; we expect domestic candidates to have completed the Medical Examination before enrolment.

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

Price List

Integrated Professional Pilot Course ab-initio

Revised 30 September 2011 Effective 1 October 2011 Valid until 31 March 2012 Prices include VAT where applicable. Course code:	Domestic CPL/ IR (ME) Integrated course 190 hours (85 pic)	International CPL/ IR (ME) Integrated course 240 hours (100 pic)	Tanzania CPL/ IR (ME) Integrated course 225 hours (85 pic)			
Course code:	I-Dpcim	I-lpcim100s	I-lpcim85s			
TRAINING	Qty	Cost	Qty	Cost	Qty	Cost
Piper PA28 Warrior III	1150.00	123 141,450.00	158 181,700.00	143 164,450.00	143	164,450.00
Piper PA 44 Seminole	2660.00	37 98,420.00	42 111,720.00	42 111,720.00	42	111,720.00
Aircraft total		160 239,870.00	200 293,420.00	185 276,170.00	185	276,170.00
F131 simulator instruction	640.00	20 12,800.00	25 16,000.00	25 16,000.00	25	16,000.00
F142 simulator instruction	900.00	10 9,000.00	15 13,500.00	15 13,500.00	15	13,500.00
Flight hours Total		190	240	225	225	
Flight Instruction fee (SE)	360.00	78 28,080.00	96 34,560.00	96 34,560.00	96	34,560.00
Flight Instruction fee (ME)	420.00	36 15,120.00	40 16,800.00	40 16,800.00	40	16,800.00
Flight Training Total		304,870.00	374,280.00	357,030.00		
Lectures and Tuition - PPL	1600.00	1 1,600.00	1 1,600.00	1 1,600.00	1	1,600.00
Lectures and Tuition - ATPL	12000.00	1 12,000.00	1 12,000.00	1 12,000.00	1	12,000.00
ATO test centre fees (CAA on line exams)	170.00	-	-	-		
Aircraft Insurance Excess Waiver	1200.00	1 1,200.00	1 1,200.00	1 1,200.00	1	1,200.00
Books and equipment		10,470.00	10,470.00	10,470.00		10,470.00
Training Total		R 330,140.00	R 399,550.00	R 382,300.00		
EXPENSES						
Disbursements		4,660.00	6,540.00	6,540.00		6,540.00
ATNS fees & off base landing fees		1,450.00	1,680.00	1,450.00		1,450.00
Total course excl accommodation		R 336,250.00	R 407,770.00	R 390,290.00		
Accommodation, months	6000.00	11.0 66,000.00	13.0 78,000.00	13.0 78,000.00	13.0	78,000.00
TOTAL COURSE PRICE		R 402,250.00	R 485,770.00	R 468,290.00		
Non-refundable deposit		25,000.00	25,000.00	25,000.00		
ADVANCE PAYMENT PLAN						
Total course price		R 402,250.00	R 485,770.00	R 468,290.00		
less: Non-refundable deposit		25,000.00	25,000.00	25,000.00		
Balance due on commencement		R 377,250.00	R 460,770.00	R 443,290.00		
INSTALMENT PLAN						
Total course price		R 402,250.00	R 485,770.00	R 468,290.00		
less: Non-refundable deposit		25,000.00	25,000.00	25,000.00		
Balance		R 377,250.00	R 460,770.00	R 443,290.00		
Monthly instalment	x	11 34,300.00	13 35,450.00	13 34,100.00		

Progress Flight Academy
Course Start Dates – 2012

Integrated Professional Pilot Courses

The start dates for Integrated Professional Pilot Courses are Tuesday:

- 10th January 2012
- 21st February 2012
- 3rd April 2012
- 15th May 2012
- 26th June 2012
- 7th August 2012
- 18th September 2012
- 30th October 2012

The full timetable for each Professional Pilot Courses is available on request from info@flightacademy.co.za

Private Pilot Courses

The start dates for Private Pilot Courses:

- 1st February 2012
- 24th April 2012
- 17th July 2012
- 9th October 2012

Modular Professional Pilot Courses

Students who do not possess a Private Pilot Licence will commence modular training on the Private Pilot Licence start dates.

Students with a South African Private Pilot Licence or a foreign Private Pilot Licence will be offered individual start dates to facilitate joining an appropriate groundschool depending on the amount of modular training required.

Airline Transport Pilot ground school start dates

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

- 3rd January 2012
- 26th March 2012
- 7th May 2012
- 25th June 2012
- 30th July 2012
- 17th September 2012
- 22nd October 2012