



PROSPECTUS

Private Pilot Licence

October 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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Private Pilot Licence Course Guide

Introduction

The aim of the Private Pilot Licence (Aircraft) course is to train the student pilot to fly safely and efficiently by day in weather conditions appropriate to Visual Flight Rules (VFR). The basic licence can be extended by the qualification for a Night Rating and Instrument Rating.

The applicant for a PPL must be at least 17 years of age and in possession of a valid Flight Crew medical certificate.

The Privileges of a Private Pilot Licence (PPL) are to act, but not for remuneration, as pilot in command of an aircraft and carry passengers for private or business purposes.

The International Civil Aviation Organisation (ICAO) establishes minimum requirements for aircrew licensing, and the South African Private Pilot Licence is an ICAO licence.

Flight Training

The Progress Flight Academy Domestic PPL course comprises 45 hours of flight training in a Piper Warrior. This course meets the requirements of the South African Civil Aviation Regulations.

In addition to this course, we offer an International PPL course for students from states that require 55 hrs aeroplane time for PPL issue (i.e. Kenya, Tanzania).

The PPL course has four distinct phases;

- pre-solo manoeuvres to first solo flight,
- solo consolidation and advanced manoeuvres,
- navigation flights, and
- revision and flight tests.

On your PPL course you will normally fly with the same Flight Instructor for the entire course (except for progress checks and the flight tests). There is normally one Flight Instructor to two students on each PPL course, ensuring that your time is used productively.

The highlight of the course is the 'first solo' flight, which produces a unique feeling of satisfaction. The first solo is celebrated with a traditional dip in the pool.

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 ground school 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 greater amount of study is now required.

Examinations and tests

We are a CAA approved test centre so all examinations and tests are written on-line at Progress. The seven PPL 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 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.

On completion of the course you will qualify for the Private Pilot Licence (Aircraft), the Restricted Radiotelephony Certificate (Aeronautical) and your Progress Flight Academy wings.

Course dates and duration

Courses for the Private Pilot Licence commence every six weeks. The Domestic (45 hour) course is ten weeks duration; and the International course twelve weeks. The ground school is completed during the first nine weeks, Monday to Friday. Flight training takes place from Monday to Saturday, and occasionally on Sunday.

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Course details

The PPL courses offered comply with the SA CAR syllabus (45-hours);

- Domestic course – 45 hours total time, ten weeks;
- International course – 55 hours total time, twelve weeks.

The Private Pilot Licence training is in the Piper PA28-161 Warrior III. These late model aircraft have state-of-the-art avionics, emergency locator transmitter (ELT), and standby instrument air system. The Warrior III has a 160 hp Lycoming engine that provides a healthy rate of climb and useful cruise speed of about 110 kt (200 km/hr). The 48 US gal fuel tanks ensure a good endurance and a very safe fuel reserve for the routes flown.

The International Private Pilot Licence course includes:

- Initial aircrew medical examination in South Africa;
- 55 hours flight training in a Piper Warrior;
- Flight briefings and de-briefings;
- Lectures and personal tuition in theoretical study;
- Textbooks, charts, navigation equipment, and a headset;
- CAA examination fees and ATO Test Centre fees for seven sittings;
- Aeroplane hull excess waiver;
- Landing fees at off base aerodromes;
- Radiotelephony Certificate issue fee;
- Student and Private Pilot Licence issue fees;
- Full board accommodation on the aerodrome for twelve weeks, including three meals a day and laundry.

The Domestic course has the same content except:

- Initial aircrew medical examination in South Africa;
- 45 hours flight training in Piper Warrior;
- Accommodation for ten weeks.

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

In the event that a student does not achieve the required standard of competency within the planned hours, any additional training is charged at the prevailing rate. It's best to budget for a few extra hours.

Clothing

Students are expected to wear smart casual clothing on the PPL Course. 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.

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 PPL entitles the holder to operate aircraft registered in the State that issued the PPL in any ICAO State. To operate aircraft registered in another State it is normally necessary to have the licence validated by that State, or convert to a licence issued by that State.

Conversion of foreign Private Pilot Licence

To convert a foreign Private Pilot Licence to a South African licence requires:

- Class 1 or 2 South African pilot medical certificate;
- Pass the CAA examinations in Performance and Flight Planning, Meteorology and Air Law;
- Sufficient flight training to become proficient; and
- A general flight test and navigation flight test.

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United Kingdom

The holder of a South African (ICAO) PPL may exercise the privileges of a PPL to fly a UK registered aircraft in the UK without any formalities for as long as the licence is valid. The ICAO PPL is accepted for entrance to the JAR ATPL examinations and the JAR CPL and IR training modules.

If you hold an ICAO PPL(A) which is current and valid in all respects, and have 100 hours as pilot of aeroplanes, you may apply for conversion of the ICAO PPL(A) to a JAR-FCL PPL(A). The requirements are as follows:

- Hold a valid JAR-FCL Class 1 or Class 2 Medical Certificate,
- Pass theoretical knowledge examinations in the following subjects:
 - Aviation Law & Operational Procedures,
 - Human Performance and Limitations,
- Pass the PPL(A) Skill Test with a UK CAA Authorised Examiner.

If you do not have 100 hours flight time, you will have to write all the PPL exams.

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Price List

Private Pilot Courses

Revised 25 October 2011 Effective 1 November 2011 Valid until 31 March 2012 Prices include VAT where applicable.		PPL Course (SA / ICAO) 45 hours		PPL Course (East Africa) 55 hours	
Course code:		Dp		Ip	
TRAINING	Price	Qty	Cost	Qty	Cost
Piper PA28 Warrior III	1150.00	45	51,750.00	55	63,250.00
Piper PA 44 Seminole	2660.00		-		-
Aircraft total		45	51,750.00	55	63,250.00
F131 simulator instruction	640.00	5	3,200.00	5	3,200.00
F142 simulator instruction	900.00				
Flight hours Total		50		60	
Flight Instruction fee (SE)	360.00	30	10,800.00	40	14,400.00
Flight Instruction fee (ME)	420.00		-		-
Flight Training Total		R	65,750.00	R	80,850.00
Lectures and Tuition - PPL	2700.00	1	2,700.00	1	2,700.00
ATO test centre fees (CAA on line exams)	170.00	7	1,190.00	7	1,190.00
Aircraft Hull Excess waiver	700.00	1	700.00	1	700.00
Books and equipment			4,930.00		4,930.00
Training Total		R	75,270.00	R	90,370.00
EXPENSES					
Disbursements			1,580.00		2,880.00
ATNS fees & off base landing fees			200.00		200.00
Total course excl accommodation		R	77,050.00	R	93,450.00
Accommodation, months	6000.00	2.5	15,000.00	3	18,000.00
TOTAL COURSE PRICE		R	92,050.00	R	111,450.00
Deposit		R	8,000.00	R	8,000.00

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Private Pilot Licence course – instrument flight training

We are in a dilemma over the inclusion of five hours instrument flight training in the Private Pilot Licence course.

The current Civil Aviation Regulations specify the five hours instrument flight training, but the flight training industry and the Civil Aviation Authority agreed way back in August 2009 that this would be deleted, and a change to the regulations was approved in December 2009.

We were expecting the change to be gazetted during 2011, so we deleted the five hours from the course.

It is now apparent that the promulgation of the changed regulation will take longer, and it is quite possible that it will not be in place by the end of the Private Pilot Licence course commencing February 2012.

We have therefore added back these five hours into the Training Plan and Price List, together with an extra week accommodation.

When we get to the final part of the course we can delete the five hours if they are not necessary.

For Commercial Pilot Licence students the five hours instrument flight training will in any event be needed later as they are part of the training for the Night Rating.

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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