



FAA/EASA FULL TIME COMMERCIAL PILOT PROGRAM





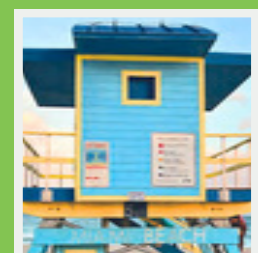
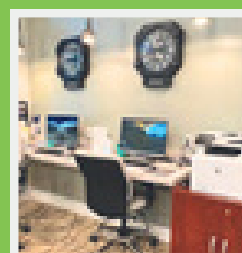
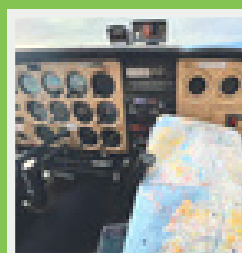
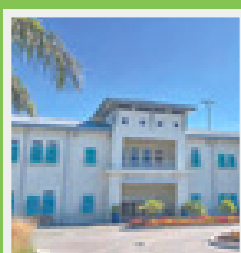
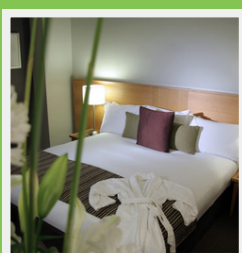
COMPLETE YOUR **FLIGHT TRAINING** SWIFTLY AND COST EFFECTIVELY

- Dual Full Commercial EASA and FAA licenses for global career opportunity.
- FAA. Commercial license within 4 months.
- Airline Compatible training methods and mentoring.
- Quality Aircraft
- Experience both European and American aviation training environments.
- integrated training structure.
- Cost and Time Effective flexible flight training.

OUR PARTNERS



OUR FACILITIES





MODULE 1

FAA PART 141 PRIVATE PILOT LICENCE (PPL) + 10 HOURS HOUR BUILDING

PRIVATE PILOTS LICENSE (FLIGHT TRAINING)

- ✓ 35 hours minimum total time. Of which:
- ✓ 29.4 hours are Dual with a flight instructor covering all elements of basic flying , Normal and emergency procedures, 3 hours Night flying instruction including 10 takeoffs and landings and 3.4 hours cross country navigation instruction and 1 night cross country of more than 100 nautical miles with the instructor
- ✓ 5.6 hours of Solo flights under supervision of the flight instructor of which 2 hours are Solo navigation cross-country flights, . and a minimum of Three takeoff and landings at airport with operating control tower
- ✓ Flight Test with FAA examiner.

PRIVATE PILOTS LICENCE (GROUND TRAINING)

- 35 Hours Ground Instruction (Briefing/Debriefing)

Before the end of the course, you will have to demonstrate a sufficient level of theoretical knowledge at an FAA approved testing center in the form of a written exam.

The exam consists of nine subjects (Basic Aerodynamics, Aircraft Systems, Flight Instruments, Regulations, Procedures and Airport Operations, Weather, Weather Service, Aircraft Performance, Enroute Flight, Navigation, Communication Procedures).

To pass the PPL(A) theoretical examination you need to achieve a score of at least 70%. This must be done before the Flight Test.

STRUCTURED HOUR BUILDING

- ✓ 10 Hours – Task Based Cross Country flight time as pilot in command on completion of PPL Skills test:

Note: Roster Program implies 5 days on 2 days off rotating roster. Maximum flight time per day capped at 5 hours...



MODULE 2

FAA PART 141 INSTRUMENT RATING

INSTRUMENT RATING (FLIGHT TRAINING)

- ✓ Flight Training for FAA Instrument Rating.
- ✓ 35 hours – Flight training in which all instrument procedures will be covered with an instructor (holds, tracking, shooting approaches, communication procedures.) including 7 hours Instrument cross country navigation.

INSTRUMENT RATING (GROUND TRAINING)

30 hours ground instruction

Towards the end of the course, you will have to demonstrate a sufficient level of theoretical knowledge at an FAA approved testing center in the form of a written test. To pass the Instrument Rating written examination you need to achieve a score of minimum 70%, which is still a passing score.



MODULE 3

FAA PART 141 COMMERCIAL PILOTS LICENSE (FLIGHT TRAINING)

- ✔ 55 hours of training with instructor in which includes minimum:
 - ✦ 10 hours cross country navigation with the flight instructor.
 - ✦ One 2 hour cross-country that consists more than 100 nm straight line
 - ✦ 6 hours night instruction with the instructor.
 - ✦ One 2 hour cross-country that consists of more than 100 nm straight line distance during the night.
 - ✦ 10 hours of training in a SEL complex aircraft.
- ✔ Students must complete 65 hours solo in which must include:
 - ✦ One cross-country with landings at a minimum of three points and one segment of the flight must consist of a straight-line distance of at least 250 nm.
 - ✦ 6 hours of night VFR conditions with 10 takeoffs/landings which must be performed during Circuit Work. (At an airport with operating control tower)
- ✔ 35 hours – Task Based Cross Country flight time as pilot in command

COMMERCIAL PILOT LICENSE (GROUND TRAINING)

- ✦ 35 hours ground instruction

Towards the end of the course, you will have to demonstrate a sufficient level of theoretical knowledge at an FAA approved testing center in the form of a written test. To pass the Commercial License written examination you need to achieve a score of at least 70%, which is still a passing score. This test must be done before the Flight Test.

FAA MULTI ENGINE LAND ADDON

(FLIGHT TRAINING)

Global Flight Training Does Multi-Engine Training under Part 61, Not approved for Part 141

PHASE 1

The flight training takes 15 hours minimum of dual flight instruction including instruction in engine failures and asymmetric configuration. The training is divided into 3 phases.

NORMAL OPERATIONS

- Pre-flight including – documentation, weather brief, mass and balance calculation
- Pre-start – external and internal checks.
- Starting engines – normal & malfunctions.
- Taxiing, Pre-departure check – including engine run-ups.
- Takeoff (Normal and Crosswind), Climb and Cruise.
- Approach and Go-Around (Minimums)
- Landing (Normal and Flapless Shutdown).

PHASE 2

AIRWORK

- Steep turns
- Full clean stall and standard recovery
- Approach to the stall with approach configuration/power
- Handling using autopilot/flight director
- ATC liaison-compliance, radio procedures,
- Airmanship

PHASE 3

ABNORMAL AND EMERGENCY PROCEDURES

- ATC liaison-compliance, radio procedures, airmanship
- Simulated Asymmetric Flight
- Simulated engine failure during take-off
- Asymmetric approach and go-around
- Asymmetric approach and full-stop landing
- ATC liaison-compliance, radio procedures,
- Airmanship

FAA MULTI ENGINE LAND (GROUND TRAINING)

- ✔ The ground training should take approximately 15 hours. There is no minimum required time by the FAA.
- ✔ Topics covered during ground training:
 - ✦ The Multi Engine Rating, Human Factors, and Normal Operations.
 - ✦ Aircraft Systems, Weight and Balance, & Performance.
 - ✦ Multi Engine/Engine-Out Aerodynamics & Maneuvers.
 - ✦ Engine-Out Operations.
 - ✦ Instrument Flight and Decision Making/ TEM (Threat and error management).



MODULE 4

ATPL Theory

Our ATPL theory distance learning course is run in partnership with ASG and consists of 2 modules which can be delivered Full time In class or virtually with signoff provided for any EASA Member state.

MODULE 1 10 WEEKS

- | | |
|-------------------------------------|---|
| • Principles of Flight | ✓ |
| • Mass & Balance | ✓ |
| • Meteorology | ✓ |
| • Human performance and Limitations | ✓ |
| • VFR/IFR Communications | ✓ |
| • Flight Planning | ✓ |
| • Performance | ✓ |

MODULE 2 14 WEEKS

- | | |
|--------------------------|---|
| • Instrumentation | ✓ |
| • Radio Navigation | ✓ |
| • Airframes & Systems | ✓ |
| • Electrics | ✓ |
| • Powerplant | ✓ |
| • Operational Procedures | ✓ |
| • General Navigation | ✓ |
| • Air Law / ATC | ✓ |

Included in the course:

- ✈ 693 hours of expert classroom instruction where our instructors will guide you through the ATPL subjects.
- ✈ Access to our Subject Matter Experts (SME) throughout your training course to help guide you through.
- ✈ Access to ASG administrative support throughout your training.
- ✈ 12 months' access to the 'Padpilot' Online Computer Learning Management System providing a learning structure and objectives for each subject.
- ✈ 12 months' access to the 'ATPL Online' Question Bank.
- ✈ School examinations in preparation for the sitting of each ATPL subject.



MODULE 5

FAA TO EASA CONVERSION

- The conversion course will take a minimum of 20 hours as specified below:
 - ✈ For the EASA Commercial Pilots Licence (CPL): It is recommended a minimum of 5 hours training prior to taking the Skills Test to ensure the necessary local operating procedures are assimilated.
 - ✈ For the Multi-Engine Instrument Rating (MEIR): You will require a minimum of 15 Hours (10 in the Simulator and 5 in the aircraft) prior to taking the Skills Test.

NOTE:

➤ Conversion training will take place with one of our European partners.



MODULE 6

APS-MCC

The course consists of 4 days in ground school and a total of 40 hours in the 737-800 simulator. This course is spread over 16 days (4 days in ground school, 5 days in the simulator then 2 days off and followed by another 5 days in the simulator) as seen below.

The course will cover items such as CRM, Airline Operations, Aircraft Technical Type SOP's & Profiles, UPRT, General Handling, Complex Systems & FMS. This will be performed on an MPS 737-800 which is certified to level FTD-1.

Once you have successfully passed your APS MCC modules and sim assessments you will be issued with an APS MCC certificate and will be ready for airline assessments.

GROUND SCHOOL

- CRM
- 2 CRM
- 3 737-800 Manuals & Tech
- 737-800 Manuals & Tech + Exam

SIM SESSIONS 1 - 3

- Briefings, General Handling, Scans & Flows, ILS
- 6 SID, STAR, ILS & VOR Approches, EGPWS, RTO
- 7 Engine Failures, General Handling, General Procedures
- 8 Incapacitation, Windshear, TCAS, Crosswind Take Off's & Landings
- LOFT with Fire & Smoke

REST DAYS

- Rest Day 1
- Rest Day 2

SIM SESSIONS 5 - 10

- Introduction to Flight Directors & Autopilot, Depressurisation
- 13 LOFT with Circle to Land, Faults
- 14 LOFT with B-UPRT, Faults
- 15 LOFT with Hydraulic Fault & Failure Management
- LOE

MODULE 7

AIRLINE INTERVIEW PREPARATION



GFTS assists students with the Airline Interview Process by:


- Inspecting and compiling the students logbook.
- Completing a full training debrief with the student discussing all areas of training and providing recommendations.
- Connecting student with industry recruiters and expanding the students network within the industry.
- Preparing a complete flight school report inline with airline recruiting standards.
- Providing Interview technique assistance and tips.








CONTACT INFO




086 814 7197 

www.globalflighttrainingsolutions.com 

info@globalflighttrainingsolutions.com 

[global_flight_training_s](#) 

[Global_Flight_Training_Solutions](#) 

165 Airpark Blvd, Immokalee, Florida 34142, United States 