

### Introduction

Jet Flight & Instructor Training Ltd is one of Europe's leading CAA / JAA approved Type Rating Training Organisations (TRTO), owned and operated by a highly qualified team of dedicated Airline Pilots who are all Instructors (TRI's) and (TRE's) Examiners on the Aircraft Types for which we provide training course's.

Our extensive experience means that we can offer the best training to suit all individuals needs from the most experienced Training Captain to someone fresh out of ab-initio training school. The 2 founder Directors have collectively 78 years of flying experience and 50 years of training experience, and are still flying with Major Airlines.

A self sponsored Type Rating (SSTR) or Airline Instructor or Examiner's rating is a valuable investment in your future flying career. We provide quality Pilot training to the highest standards.

Our training is also recognised by a large number of international airlines. This means that Jet Flight Training can help you in every way to realise your aspirations in aviation. We can deliver a training program that is relevant to your circumstances.



*"Jet Flight Training is well organised with helpful staff.*

*The Gound School course utilises modern CBT with a combination of traditional ground school teaching.*

*Excellent SIM instructors, all hugely experienced and used to teaching students with low overall experience levels. A very rewarding course that requires hard work and dedication. Jet Flight Training will give you all the tools you need to succeed and perform to the best of your abilities."*

*First Officer Sven Gunnarsson  
B757 Fleet – Astraesus Ltd  
Feb 2007 B757 Course*

We employ highly experienced instructional staff, who are currently flying with leading airlines, and use the latest equipment that is appropriate to your training needs. We also recognise and support the specific challenges faced by low experienced pilots and provide the best training in terms of quality and a return on your personal investment.

We offer a range of courses that include;

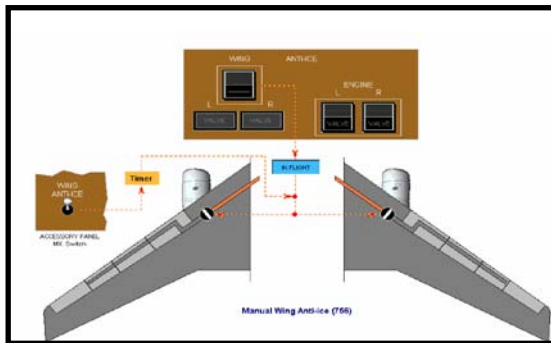
- MCC Course (Standalone)
- MCC Course (Integrated with Type Rating)
- Jet Orientation Course (JOC)
- JOC (Integrated with Type Rating)
- B737-3/4/500 Type Rating
- B737-6/7/8/900 and BBJ Type Rating
- B757 Type Rating
- B767 Type Rating
- A319/320/321 Type Rating
- Differences Courses on B737 and B757/767
- Line Training Packages
- Airline Instructor Courses (TRI Core Course, TRI full/short courses and TRE Standards)



### Training Facilities

Jet Flight Training utilises up to date training facilities located in the South East of the United Kingdom, Holland and also in Spain.

Our Ground school is completed at our London Head Quarters based at London Stapleford Aerodrome. Students benefit from the latest PC Computer Based training and procedural trainers, as well as the more traditional instructional techniques.



### Simulators

All of the simulators used by Jet Training are CAA/JAA approved to Level B, C or D, and we use the same simulators as the major airlines, and therefore provide you with the same high level of training that current airline pilots also utilise.



***"The ground school phase of the type-rating was thorough and well organised with a mix of computer based training and seminars, There is an excellent instructor on hand at all times to answer any questions that arose.***

***The entire rating was completed without gaps enabling me to assimilate the information while remaining current throughout the training."***

***First Officer David Skinner  
B737 Fleet  
XL Airways Ltd***

### Our Staff

Our Staff are committed to providing you with the best training possible to help you along with your flying career.

All of the training staff used at Jet Flight Training either have enjoyed a long history in the airline environment or are still current operational Airline Pilots, as are our Directors.

Our Head of Training and Chief Ground School Instructor and training Team are always on hand to assist and answer any training/operational questions that you may have during your course.

Our Commercial team are all qualified Type Rated Instructors, so you can also discuss any training requirements you have with them.

Our Operational support staff are extremely experienced and there to ensure your training runs to schedule. They are able to accommodate your requests and can advise on accommodation and other requirements you may have.



### 737 Jet Orientation Course (JOC) 757 Jet Introduction Course (JIC)

Bridge or JOC/JIT training provides pilots with low experience or newly qualified pilots with the skills that are necessary in any airline environment and further develops multi crew skills and instrument and general flying techniques in the jet environment.

Throughout the years we have found that newly qualified pilots will have developed the skills to fly light piston aircraft, however many lack the skills that are required in a procedural driven Jet airline environment.

For that reason we have developed bridging courses that will equip a pilot with the relevant jet handling experience and cockpit procedures. On completion of a JOC/JIT you will understand the advanced handling characteristics of a Jet aircraft along with a greater appreciation for airline SOPs, and this Course can be also considered as a Stand Alone Course.

During the JOC course you will have also covered a number of the exercises you will complete in the type rating course.

At Jet Flight Training you can complete standalone JOC courses or you can choose to integrate them with the Type Rating itself.



View looking forward from a B737 NG simulator on the ramp at Amsterdam..

### B737 - Jet Orientation Course – London Gatwick or Heathrow

- Course Manuals and Checklists
- 20 hrs B737 FFS (Full Flight Sim) Simulator Training (Level D)
- Qualified SFI/TRI/TRE Instructors/Examiners
- Pre Flight Briefings and Debriefings

Course Duration: 5 Simulator sessions conducted over 7 days.

<b>Integrated with a Type Rating</b>	<b>£3,500 GBP + VAT</b>
<b>Stand Alone Course</b>	<b>£3,900 GBP +VAT</b>

### B757-200 Jet Introduction Course - London Heathrow Only

- Course Manuals and Checklists
- 8hrs B757 FBS (Fixed Based Sim) Procedural and Instrument Simulator Training
- 12 hrs B757 FFS aircraft handling Simulator Training
- Qualified SFI/TRI/TRE Instructors/Examiners
- Pre Flight Briefings and Debriefings

Course Duration: 5 Simulator sessions conducted over a 7 day period

<b>Integrated with a Type Rating</b>	<b>£3,600 GBP + VAT</b>
<b>Stand Alone Course</b>	<b>£3,950 GBP +VAT</b>

### Multi Crew Co-operation Course (MCC)

Before you commence a Type Rating on a multi-pilot aircraft (MPA) you must have completed a CAA/JAA approved Multi Crew Co-operation course (MCC)

We can conduct either a stand alone MCC course on the Citation II, using our own simulator based at our Headquarters at London Stapleford Aerodrome or we can offer an integrated MCC and B737 Type Rating.



### Standalone Course on Citation II or Integrated MCC Boeing 737 Type Rating

- 3 days Ground School
- 20hrs FBS simulator training (Citation II)
- 16hrs Integrated simulator training (Boeing 737)

#### Course Duration:

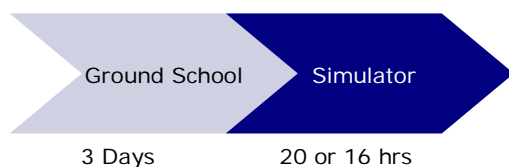
3 Days Ground School + 20hrs Simulator time (Citation II)  
3 Days Ground School + 16hrs Simulator time (Boeing 737)

#### Entry Requirements:

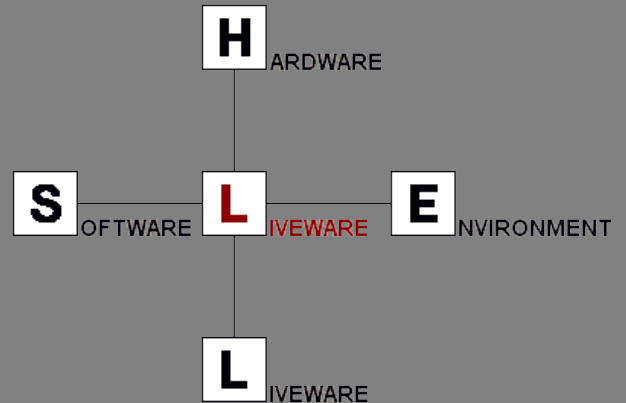
Valid ME IR  
We can renew your IR in our own Citation II simulator with one of our Examiners.

**Stand Alone Course    £1,950 GBP + VAT**

**B737 Integrated Course    £1,800 GBP + VAT**



Our MCC courses are designed by and run by current and fully operational Jet Airline instructors. This allows you to gain the experience and expertise of real airline operations, including operational procedures and flight planning and performance.



### Type Rating Training

With the boom in low cost air travel, many airlines have changed the way that they train and recruit new Pilots.

In an effort to cut costs many airlines are no longer prepared to train low hours less experienced pilots on their Jet aircraft. Many airlines now deem pilots at this level as a 'Training Risk' this is because pilots with low hours or new starters, have no previous training history other than that of their respective FTO's.

This creates a Catch 22 situation as one needs a way to gain that vital experience which in turn will enable them to prove themselves to the airlines.

Completing a Self Sponsored Type Rating (SSTR) is one way to prove to the airlines that you have what it takes to fly a medium or heavy jet.

An SSTR is an investment into a pilot's career as new pilots will inevitably end up paying for a Type Rating whether it be through an airline approved mentor scheme or a bonded scheme.

The advantages of a SSTR mean that a newly qualified pilot can apply to airlines having already paid for a Type Rating. This will normally allow for the pilot to move in to a Full First Officers pay band meaning no cadet salary in order to pay back a training Bond.

Most Jet operator FO salaries are in excess of £35,000 GBP. This high salary will allow some one that has gone through the SSTR route to recover their initial cost in a short period of time.

### Pre Type Rating Course Requirements

Current JAR CPL (Frozen ATPL) with Multi Instrument Rating

Current JAR Class 1 Medical

Minimum of 70 to 100 hrs PIC, dependant on Country of Licence Issue.

Valid ME IR at commencement of course. (Can expire during course)

### Pre Course Assessment

We have found that it is not always possible for a commercially qualified pilot to take on a jet type rating without some additional pre course training or training revision. We therefore ask all potential students to attend a pre-course assessment to determine their current level of flying accuracy, IFR procedural knowledge, handling skills and ability to learn in a jet environment. The simulator assessment should be treated as just that, "an assessment" it is not a test and purely enables us to recommend to you the correct course of action with regards to your required training.

The assessment is conducted in a Boeing 737 Classic or 800NG Full Flight simulator and a profile is sent for you to study in advance of the assessment. You will be informed as to the outcome of your assessment on the day.

The current cost of the assessment is **£350.00 including VAT**. The assessment is conducted over half a day and is normally carried out at London Gatwick. We aim to run at least two pre course assessments every month. To book and pay for an assessment please book online at our website at <http://www.jettraining.net>

*"I thoroughly enjoyed my time training and have already recommended them too many of my friends.*

*The ground and SIM Instructors, administration staff and all concerned were always friendly, helpful and knowledgeable.*

*A well run and highly professional TRTO, well done!"*

**First Officer Gareth Canning**  
**B737-3-700 Fleet – Astraëus Ltd**

### The Boeing 737

The Boeing 737 is the world's most popular medium-range, narrow body commercial passenger jet aircraft. With over 6,000 ordered and over 5,000 delivered, it is the most ordered and produced commercial jet airliner of all time and has been continuously manufactured by Boeing since 1967. The 737 is now so widely used that at any given time, there are over 1,250 airborne worldwide. On average, one takes off or lands every five seconds. We highly recommend a Boeing 737 as a first Jet Type Rating.

### Boeing 737 Facts

- Overall, the entire 737 family is the best-selling commercial jet in history, winning orders for more than 6,000 737s.
- On Feb. 13, 2006, Boeing delivered the 5,000th 737 to Southwest Airlines. Guinness World Records acknowledged the 737 as the most-produced large commercial jet airplane in aviation history.
- More than 541 operators fly 737s into more than 1,200 cities in 190 countries.
- With more than 4,100 airplanes in service, the 737 represents more than a quarter of the total worldwide fleet of large commercial jets flying today.
- On the average about 1,250 737s are in the air at all times; one takes off or lands every 4.6 seconds.
- The 737 fleet has carried more than 12 billion passengers.
- Since its commercial revenue service history began in 1968, the 737 fleet has flown more than 75 billion miles -- equivalent to approximately 403 round trips from the Earth to the sun.
- The 737 fleet has produced more than 296 million hours of revenue service for its operators -- equivalent to about 33,789 years of continuous service.
- The 737 fleet has made more than 232 million flights.
- Of the more than 16,173 Boeing/Douglas commercial jets ordered, approximately 34 percent have been 737 family members.

- Airlines ordered 737 models of the Next-Generation 737 before the first
- Within five years of entering service, the worldwide fleet of Next-Generation 737s surpassed 10 million flight hours, a feat equal to one airplane flying more than 1,141 years non-stop. The Next-Generation 737 is the first and only commercial jetliner to reach this milestone so quickly.
- Boeing made history again when it delivered the 1,500th Next-Generation 737 in six years, sooner than any other commercial airplane model. The previous record holder was the family of Classic 737-300s, -400s and -500s, which reached the milestone in 10 years. The competing A320 family reached that mark in 13 years.
- Typically, about 50 gallons of paint are used to paint an average 737. Once the paint is dry, it will weigh approximately 250 pounds per airplane, depending on the paint scheme.
- There are approximately 36.6 miles of wire on the Next-Generation 737-600/-700/-800/-900 models, four miles less than the 737-300/-400/-500 models.
- On average, there are approximately 367,000 parts on a Next-Generation 737



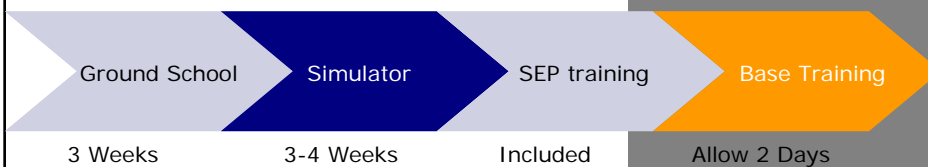
# Jet Flight Training

## B737-300/500 Type Rating Training (Includes: Ground School – Simulator – Aircraft Base Training)

- Related manuals and Checklists
- 12 days technical and performance ground school and Examinations
- 16 hours fixed base simulator
- 36 hours full flight simulator
- Includes 1 hour of Aircraft Base Training, including 6 landings

**Price £11,600 + VAT + 5500 EUROS for Aircraft Base Training**

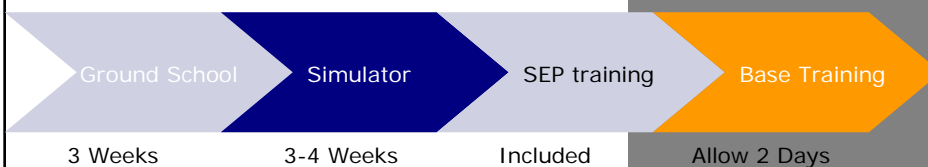
Note that all base training is undertaken on the B737-NG, therefore a differences course is required.



## B737-NG- 600/900 Type Rating Training (Includes: Ground School – Simulator 800 Variant – Aircraft Base Training)

- Related manuals and Checklists
- 12 days technical and performance ground school and Examinations
- 16 hours Full flight simulator (Motion Off)
- 37 hours Full flight simulator
- Includes 1 hour of Aircraft Base Training, including 6 landings

**Price £11,900.00 + VAT + 5500 EUROS for Aircraft Base Training**

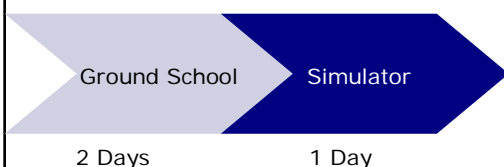


## B737 Differences Courses (300 to NG or NG to 300) (Includes: Ground School - Simulator)

Many of the B737 operators utilise both the B737 Classics and the B737-NG's. At Jet Flight Training we can provide difference courses to pilots of all experience levels.

- All related manuals and checklists
- 2 days Ground School
- 1 x 4hr FFS Simulator Detail
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**Integrated with Type Rating Stand Alone**    **£1,450 GBP + VAT**  
**£1,800 GBP + VAT**



### The Boeing 757

Although the B757 is no longer in production there are more than 1,030 still in service. As the lease rates have lowered on the B757 more and more low cost and cargo operators are operating them in their fleet. With its short to medium range capability it is ideal for many of today's aircraft operators. We recommend a 757 Type Rating to those who have secured employment with a 757 carrier.

### B757 Facts

- The 757 has carried more than 1.3 billion passengers, more than four times the population of the United States and Canada combined.
- In 18 years of operation, the 757 fleet has flown the equivalent of nearly 25,000 roundtrips between the Earth and the Moon.
- The 757 fleet has produced over 24 million hours of service for its operators, equivalent to about 2,750 years of continuous service.
- The 757 Freighter can hold over 6 million golf balls.



- At 255,000 pounds (115,660 kilograms), the 757 weighs as much as a diesel train locomotive.
- The surface area of a pair of 757 wings is 1,951 square feet (181 square meters), about the same as the floor space of a three-bedroom house in the U.S.
- There are about 626,000 parts in a 757. About 600,000 bolts and rivets fasten those parts together. The length of all wires in the twinjet is about 60 miles (100 kilometres).
- Airlines fly the versatile 757 on a wide variety of routes. The twinjet is used to serve city pairs as far as 4,281 statute miles (6,890 kilometres) and as close as 65 statute miles (105 kilometres).
- The common 757/767 cockpit type-rating permits flight crews trained on the 757 to also fly the 767.
- Of the company's (year-end 2000) unfilled announced orders for 1,612 commercial jets, 4.9 percent (79) are for 757 twinjets.



*"A very smooth and well organised operation. The facilities are excellent with experienced staff to nurture you along when required."*

*The training I received was of the best quality and left no doubt in my mind that I had chosen the right TRTO to train with. Jet Flight Training are Professional, sympathetic to peoples needs and very supportive.*

*Highly recommended for anyone who is serious about entering the Aviation Industry."*

**First Officer Andrew Partridge**  
**B757 Fleet DHL Air Ltd**

# Jet Flight Training

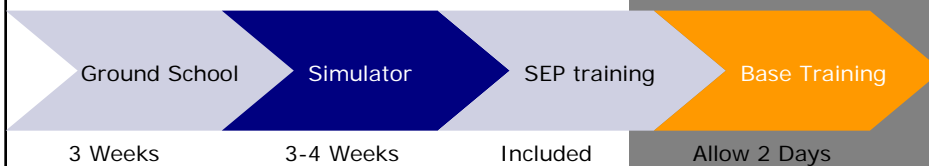
## Brochure & Price List

### **B757 – 200 Type Rating Training (Includes: Ground School – Simulator including LST)**

**Please note that we are unable to offer Aircraft Base Training at this time**

- Related Manuals and checklists
- 12 days technical and performance ground school and Examinations
- 16 hours fixed base simulator
- 36 hours full flight simulator

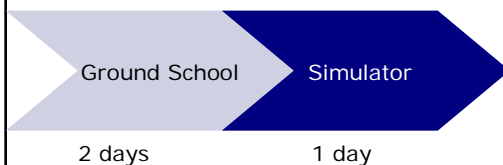
**Price £13,300.00 GBP + VAT**



### **B757/B767 Differences (Includes: Groundschool – Simulator)**

- 2 days Technical, Performance and Ground School including Examinations.
- 1 x 4hr FFS Simulator Detail.

**Price £1,850.00 + VAT**



**For Boeing 767 300 ER Type Ratings, please email us at [info@jettraining.net](mailto:info@jettraining.net)**

### **MPL CAA/JAA Course**

We are currently working in conjunction with the CAA for MPL approval.  
Please see our website for updated information at:-

<http://www.multipilotlicence.com>

\*Please note that the periods of training are not continuous. Jet Flight & Instructor Training Ltd will endeavour to keep these gaps to a minimum, however we can not be held accountable for circumstances outside of our control.

# Jet Flight Training

## Brochure & Price List

### Line Training Packages on Boeing 757/767 & Boeing 737 NG or Classic Option (300hr - 500hr packages)

We can arrange and place students into one of our preferred line training providers to enable our students to get those vital 'HOURS ON TYPE'.

As you will be flying a passenger aircraft, safety is a big priority and being released to Line Training requires a student to meet high standards throughout the course. We would normally expect a student to have progressed well on the Type Rating course, and have achieved a good pass during all stages of the Type Rating Course, but specifically at the final Licence Skill Test (LST) in the simulator, and during Base Training in the Aircraft.

Our partner airlines are based throughout Europe, so all of our packages include the following in the cost of the package:- Licence Endorsement if required by local state, Operator Conversion course, usually being 5 to 10 days of groundschool, and ID passes.

We offer the option of 100hr, 300hr or 500hr line training packages, however we suggest that for most students the 300 hr package is appropriate, as this is a pre entry requirement for most airlines within Europe, and the 500hr package is generally suitable for those wishing to gain employment in the Far East including India.

The current lead time to join a line training course is approximately 2 months. Please apply online at our website to join the Line Training program at:- <http://www.jettraining.net>



To be Eligible for B737 NG Line Training a student MUST have completed a 737 NG Type Rating or 737 Classic Course with NG Differences.

<b>B757 200 - 500hrs</b>	<b>\$ 25,500 UD Dollars</b>
<b>B737 400/500 Classic 500hrs</b>	<b>\$ 16,900 US Dollars</b>
<b>B737 600/900 (NG) 300hrs</b>	<b>\$ 13,900 US Dollars</b>
<b>B737 600/900 (NG) 500hrs</b>	<b>\$ 18,900 US Dollars</b>
<b>B737 900ER 500hrs</b>	<b>\$ 29,500 US Dollars + Employment Opportunity</b>

Prices subject to change due to the exchange rate. No VAT payable.  
Discounts are available to students from the Stapleford Flight Centre

# Jet Flight Training

Brochure & Price List

## Employment Opportunities

Jet Flight & Instructor Training Ltd, works closely with many Airlines, who look at all of our trainees with a view to employment, however it must be stressed that employment can never be guaranteed.

When airlines are wishing to recruit they are looking for candidates that have performed well throughout all aspects of their course, this includes performance during Ground School, the simulator phase of training and Aircraft Base Training.

We are also seeing an unprecedented demand for qualified European pilots from airlines outside of Europe including massive expansion in the Asian and Eastern European markets at present. We are in the process of bridging relationships in this area.

Pilots trained by Jet Flight & Instructor Training instructors within the last 12 months are now flying for the following Airlines.



*"I thoroughly enjoyed my training with Jet Flight Training and was lucky enough to be offered employment with Air Slovakia after completing the 500hr line training package.*

*The line training helps to reinforce and consolidate the skills learnt during the rating and equips you with the skills required to operate day to day on line operations. I would certainly recommend the programme and wish Jet Flight Training every success."*

**First Officer Anthony Mollinger**  
B737 Air Slovakia  
August 2008



### Course Dates

#### Course Dates in 2010

Our planned B737 NG 800 course dates for 2010 are as follows:

10 May 2010 - Full  
21 June 2010 - Full  
2 August 2010 – Full  
20 September 2010 – 1 place available  
8 November 2010 – places available

Boeing 757 and 767-300ER course start dates are by negotiation:

*“A well run organisation benefiting from experienced airline instructors using some of the best facilities in the UK. Thank You for your help!”*

*First officer Roger Salt  
B767/757 Fleet  
XL Airways  
Jan 2007 B757 Course*

### Course Application and Further Information

If you would like to attend one of our courses please send your current CV and an indication of your availability to attend an assessment day, by email to the address below:-

[contact@jettraining.net](mailto:contact@jettraining.net)

Alternatively, for further information or to book an assessment please call one of the following telephone numbers and speak directly to one of our Training Captain's.

**Tel: +44 (0)333 800 3777 Option 1  
(Training Enquiries and Bookings)**

**Head Office and General Enquiries Tel: +44 (0)333 800 3777 Option 2**

**or Visit our website at: [www.jettraining.net](http://www.jettraining.net)**

Please note that we will ask all students for a deposit of **£2,000 + VAT** a minimum of **14 days** prior to the start date as an initial payment to secure a place on your chosen course. Our courses are limited to 4 persons to ensure quality of training.

*"I have completed two type ratings through Jet Flight Training, initially a self sponsored rating and subsequently a rating with my current airline. I would have no hesitation in recommending them to a fellow pilot."*

*The staff in the office are in touch with the industry and very knowledgeable and the ground, SIM and aircraft instructors are all very experienced and made learning fun and enjoyable"*

**Senior First Officer A Beijer  
B737 and B757 Fleets – Astraeus**