

# Your journey starts here





## Contact us

### Flying

Cardiff	01446 710 000	<a href="mailto:cardiff@aeros.co.uk">cardiff@aeros.co.uk</a>
Coventry	02476 516 456	<a href="mailto:coventry@aeros.co.uk">coventry@aeros.co.uk</a>
Gloucester	01452 857 419	<a href="mailto:gloucester@aeros.co.uk">gloucester@aeros.co.uk</a>
Nottingham	01159 815 050	<a href="mailto:nottingham@aeros.co.uk">nottingham@aeros.co.uk</a>
Stratford-upon-Avon	01789 470 434	<a href="mailto:wellesbourne@aeros.co.uk">wellesbourne@aeros.co.uk</a>

### Engineering

Gloucester	01452 714 525	<a href="mailto:engineering@aeros.co.uk">engineering@aeros.co.uk</a>
Nottingham	01159 826 090	<a href="mailto:nottinghameng@aeros.co.uk">nottinghameng@aeros.co.uk</a>

**Reputation above all else!**



# Welcome to Aeros and the world of aviation!

Learning to fly is one of life's great adventures, and for more and more people it's also one of life's greatest pleasures. Unrestricted freedom of movement in three dimensions means that learning to fly provides one of life's most challenging and rewarding activities, and is not only fun but can lead to interesting career and travel opportunities. This then is your opportunity and an invitation to begin the adventure of a lifetime.

It will help if you have a general idea of what you want from aviation, why you want to learn to fly and what you see as your ultimate long-term goal. For instance, do you want to learn to fly for fun, or do you intend to make flying your career? Will your flying be local, or will you spread your wings far and wide? These are some of the questions you might ask yourself before you begin, and you should also consider whether you'd like to train full or part time.

One of the most important first steps is to choose the right flying school because you'll need to make sure you get the right advice and professional training that will make you a safe and confident pilot in the air.

When you join Aeros you can rest assured that you're in very capable hands. We've been providing flight training in accordance with the regulations laid down by aviation's governing body, the Civil Aviation Authority (CAA) for over 25 years. We are now proud to announce that all of our six sites are fully Approved under the European Aviation and Safety Agency (EASA) to provide all training for Professional Licences and Ratings.

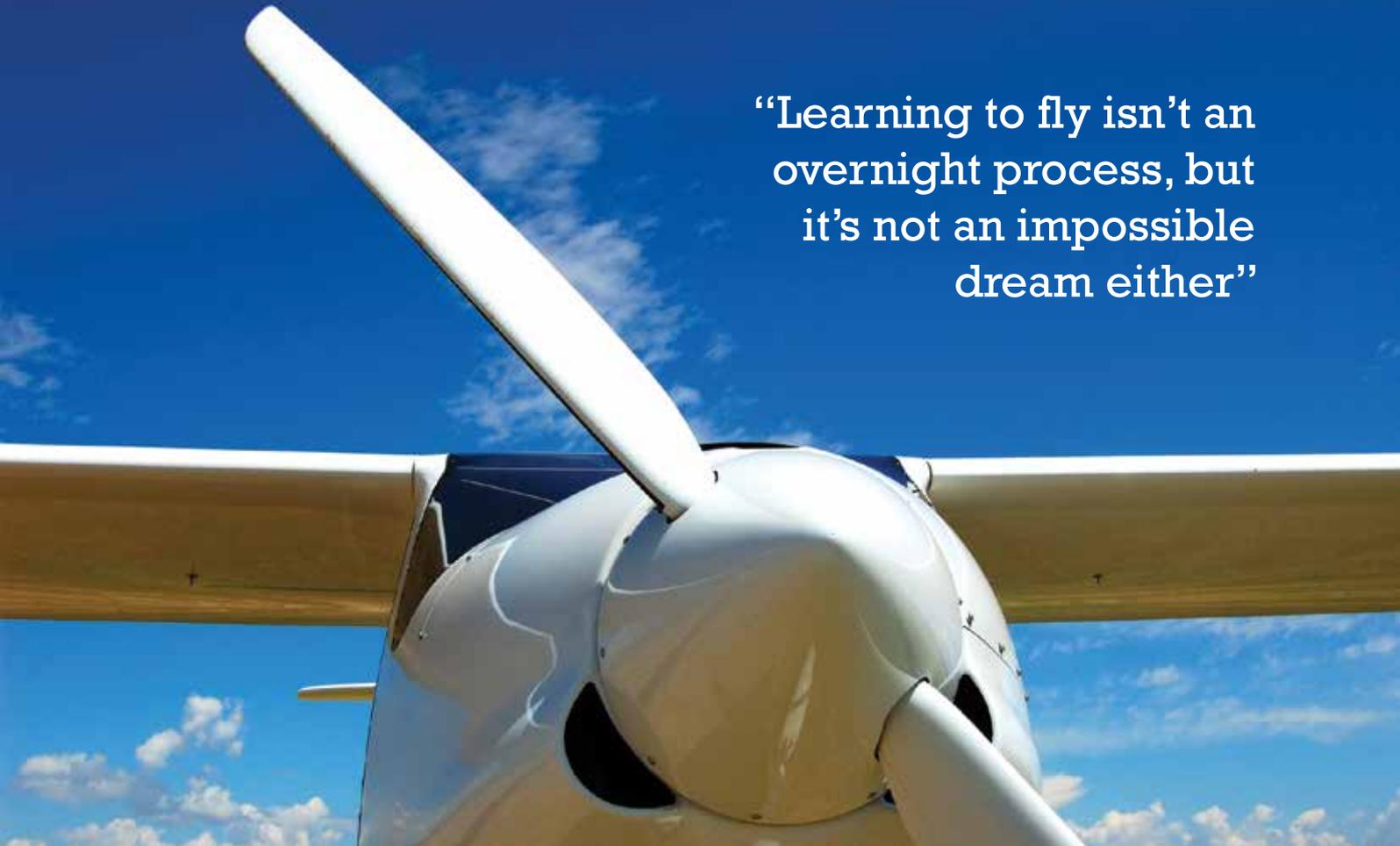
Aeros has been recognised for many years as one of the leading flight training schools in the UK offering both commercial training for those looking to take up aviation as a career, and training for the enthusiast to attain their private pilot's licence,

Established in 1986, Aeros Flight Training now has operational bases at Gloucester, Nottingham, Wellesbourne, Cardiff International and Coventry Airports.

We operate a large and expanding fleet, which includes 1 Cherokee, 4 Tomahawks, 14 Warriors, 5 Arrows, 1 Senecas and 2 Cessna 152s, not to mention the latest additions to our fleet, 4 Tecnam P2006T Twins, 2 Tecnam P2002s, 2 HR200 Robins and 3 Diamond DA42s. And for those who do not want to fly straight and level all the time, we also have fully aerobatic aircraft – a Slingsby T67 Firefly - Aeros Extreme!

All of our aircraft are strictly maintained by our own in-house EASA 145 and Part M subpart G & I approved maintenance company Aeros Engineering, who are able to respond rapidly to any technical issues. This ensures that our students are provided with the utmost attention to safety and also benefit from minimum downtime.

We hope you will find the following introductions useful, but should you have any questions or would like to arrange to visit us please contact your local branch.



**“Learning to fly isn’t an overnight process, but it’s not an impossible dream either”**



# Private Pilot Licence (EASA PPL)

## Introduction

Gaining your EASA Private Pilot's Licence (PPL) will either be the first step on the road to becoming a professional pilot, or will introduce the enthusiast just wishing to take up flying to one of life's greatest adventures. The PPL course requires that you fly a minimum of 45 hours, including 10 hours solo. Following successful completion of your training you will be required to pass a flight test with one of our examiners; this test will assess your navigation as well as your general handling skills.

In addition to the flying training you would be required to pass nine ground exams in the following subjects: Air Law, Operational Procedures, Communications, Meteorology, Navigation, Human Performance and Limitations, Flight Performance and Planning, Principles of Flight, Aircraft General Knowledge. These tests are multiple-choice and require a 75% pass mark. We offer full or part time ground school for all these subjects.

Our course includes 45 hours in a suitable training aircraft, all briefings, and is available at all Aeros locations.

The average time taken to achieve a Private Pilot's Licence is around 60 hours, and how long you'll take will depend on your ability and flying frequency. There is currently no minimum age for dual instruction, but any instruction received before the age of 14 does not count towards the PPL. A student may fly as Pilot in Command from their 16th birthday and can apply for a PPL to be issued when they are 17 years old.

## Learning to Fly

Most flying training is conducted in a modern 2-seat, low wing aircraft with excellent handling characteristics ideal for the modern training environment. Your lessons will always include time for a comprehensive pre-flight brief, flying instruction, and after your flight, time to de-brief the lesson and discuss any points that may have arisen.

There is no time limit for the completion of the course but we suggest that budget permitting, you take regular lessons so as to avoid having to revise some exercises in the air as this will help keep the overall cost down. We would suggest a minimum of one lesson per week and at this rate, the course can be completed within a year. The weather however, may prove to be a limiting factor during the winter and it is not uncommon for some students to take between eighteen months to two years to complete the course.

All dual instruction (with the instructor sitting next to you) will take place mostly in the local training area and will be broken down into set exercises: flying straight and level, climbing and descending, circuits including take-offs and landings, stall recovery, steep turns, navigation and so on. There are hurdles, as you might expect, the first of which is to be able to land the aircraft. For all pilots, even the most experienced, landings are a cross between science and art, and something to be practised, rarely are two landings the same. Solo tuition comes when your instructor has prepared you to the required standard and he or she decides you are ready. The process can be broken down into the following sequence:

## Flying hours

Students will need to complete a minimum of 45 hours flying training which roughly breaks down as follows:

- 4 hours aircraft familiarisation and level flight
- 4 hours climbing descending and turning
- 7 hours in aerodrome circuit practising take-off and landing

At this point, you may be able to take your first solo flight.

- 5 hours circuit and solo consolidation
- 5 hours dual navigation

You can now try for your first solo cross country.

- 5 hours solo navigation
- 5 hours progressive flying training
- 3 hours instrument and radio aid flying
- 7 hours consolidation and revision exercises

You may now be ready to take your skills test and apply for your licence.

## Ground school and exams

You are required to pass nine written examinations and a radiotelephony test.

This you can choose to do in three ways, self-study, weekly lectures or personal tuition with your instructor.

The nine examinations to be passed are in the following subjects and are of the multiple choice answer format:

- Aviation Law
- Operational Procedures
- Human Performance & Limitations
- Navigation & Radio Aids
- Meteorology
- Aircraft General Knowledge
- Flight Performance & Planning
- EASA Communications (written & practical test)
- Principles of Flight

## EASA Medical

You'll need to pass a simple EASA medical which must be carried out by a CAA Approved Medical Examiner (AME). We can help you arrange this.

## Age Restrictions

There is currently no minimum age for dual instruction, but any received before the age of 14 does not count towards the PPL. A student may fly as Pilot in Command from their 16th birthday and can apply for a PPL to be issued when they are 17 years old.





# Light Aircraft Pilot Licence (LAPL)

If all this sounds a little too daunting, there is an alternative licence called the LAPL which is less stringent in its requirements and requires fewer hours to obtain.

The new Light Aircraft Pilot's Licence (LAPL) has been developed for those private pilots who only wish to fly in daylight hours in what's known as Visual Meteorological Conditions (VMC).

The main difference between the PPL and the LAPL is that the hours required for training for the LAPL are only 30 plus a navigational flight test and a general handling skills test making a total of approximately 35 hours. However, we would expect most students to take approximately 45 hours to complete the course if studying part time due to the intensity of the training program in those minimum 32 hours.

The written exams are the same as those for the EASA licence and again, you'll need to pass a simple medical carried out by a CAA Approved Medical Examiner (AME) which we can help you arrange.

Overall there would be a saving in costs in completing the new LAPL course compared with the EASA licence but, if you wished to undertake further training to enhance your licence, such as the night rating or the IMC rating, this would not be permitted.

## Flying Hours

Students will need to complete a minimum of 30 hours flying training which roughly breaks down as follows:

- 3 hours aircraft familiarisation and level flight
- 3 hours climbing descending and turning
- 6 hours in aerodrome circuit practising take-off and landing

At this point, you may be able to take your first solo flight.

- 5 hours circuit and solo consolidation
- 5 hours dual navigation

You can now try for your first solo cross country.

- 5 hours solo navigation
- 2 hours progressive flying training
- 1 hour instrument flying
- 2 hours revision exercises

You may now be ready to take your skills test and apply for your licence.

## Ground School and Exams

You are required to pass nine written examinations and a radiotelephony test.

This you can choose to do in three ways, self-study, weekly lectures or personal tuition with your instructor.

The nine examinations to be passed are in the following subjects and are of a multiple choice format:

- Air Law
- Operational Procedures
- EASA Communications (written & practical test)
- Meteorology
- Navigation & Radio Aids
- Human Performance & Limitations
- Flight Performance & Planning
- Aircraft (General) & Principles of Flight
- Aircraft General Knowledge

## LAPL Medical

You'll need to pass a simple LAPL medical which must be carried out by a CAA Approved Medical Examiner (AME). We can help you arrange this.

## Age Restrictions

There is currently no minimum age for dual instruction, but any received before the age of 14 does not count towards the LAPL. A student may fly as Pilot in Command from their 16th birthday and can apply for a LAPL to be issued when they are 17 years old.



# Additional Ratings & Qualifications

## Introduction

Once you have gained your Private Pilot's Licence, there are a number of other qualifications and ratings you can achieve. The most significant achievement would be to obtain an Instrument Rating which would allow you to fly in all weathers – using the airways like a commercial pilot. If you intend to fly for a living, then you will need such a rating. However, for the private pilot who flies for leisure, these are relatively expensive and probably only a realistic goal if you have a necessity to fly from A to B, whatever the weather. If you do have this requirement, get in touch!

## Night Rating

Having a night qualification relieves the pressure should your flight be delayed and night starts to set in before you reach your destination. This qualification is a requirement for you to carry passengers at night. It is an excellent addition to your PPL.

### Syllabus

Flight Training: 5 hours night flying

- 3 hours dual
- 1 hour dual navigation
- 5 solo take-offs and landings
- No flight test

### Ground Training:

- One to one briefing covering the night qualification syllabus
- Explanation of aerodrome approach and surface lighting
- Night navigation procedures
- Night emergencies
- No examination

## Restricted Instrument Rating

The Restricted Instrument Rating (IR(R)) rating allows holders to fly in Instrument Meteorological Conditions within the boundaries of UK airspace. It permits the holder to be far more flexible in the type of weather he or she wishes to fly in and, given the somewhat fickle conditions common in the UK, it may well allow you to go flying one afternoon when you may well have been disappointed had you not added the rating. However, it should be noted you cannot exercise its privileges overseas. If you can see yourself flying in Europe frequently it might be wise to consider a full Instrument Rating (IR) course instead. The IR(R) rating permits you to take-off and land in visibility as low as 1800 metres, and more significantly allows you to fly in and on top of cloud, in and below class 'D' airspace, and even make instrument approaches. It is NOT an Instrument Rating, but will give you certain new privileges and enable you to make flights with more confidence.

The IR(R) course includes fifteen hours in an aircraft and includes landings but does not include the final flight test. As with the PPL course the IR(R) rating can be undertaken at all Aeros locations.

### Syllabus

Flight Training: 15 hours dual instrument flying including:

- VOR, ADF, DME & GPS in training
- Instrument approaches
- Bad weather circuits
- Flight Test

### Ground Training:

- Physiological Factors
- Flight Instruments & Radio Navigation Aids
- Aeronautical Information Publications
- Flight Planning
- Privileges of IMC Rating
- Written examination

## Aeros Extreme Aerobatic Courses

The AOPA Basic Aerobatic Course covers basic aerobatic manoeuvres such as looping, rolling, stall turns and combinations of manoeuvres.

### Syllabus

- Minimum of 8 hours
- 4 hours of briefings/lectures
- Flight Test

The AOPA Standard Aerobatic Course covers standard aerobatic manoeuvres such as Half Cuban Eight, Four Point Roll, Hesitation Loops and combinations of aerobatic manoeuvres, in addition to those manoeuvres carried out in the Basic Aerobatic Course.

### Syllabus

- Minimum of 6 hours
- 3 hours of briefings/lectures
- Flight Test

The AOPA Intermediate Aerobatic Course covers intermediate aerobatic manoeuvres such as Flick Rolls, Rolling Turns, Climbing rolls, in addition to those manoeuvres carried out in the Standard Aerobatic Course.

### Syllabus

- Minimum of 6 hours
- 3 hours of briefings/lectures
- Flight Test





# What does a PPL licence cost?

## The Aeros Flying Start

If you're still unsure, we've got the perfect option for you. Designed to give you a much better feel for aviation, our Flying Start Course is a great way of discovering if you want to continue flying and whether or not we're the right flying school for you. It's our most popular introductory package and is a substantial saving.

The package gives you 5 hours of dual flying training with one of our qualified instructors, and whilst rates of progress do vary, we would expect you to have covered all of the early flight exercises in the PPL syllabus including the effects of controls, straight and level flight, climbing, descending and turning. You will also have logged 5 hours towards the minimum 45 hours flight time required for the issue of your Private Pilot's Licence.

In addition you'll receive your log book, a copy of AFE PPL book 1 and a lifetime membership of Aeros. As the name suggests, you really will take-off with a Flying Start, call us and let's get started!.

## Budgeting for your Licence

If on the other hand you've been totally bitten by the flying 'bug' and you want to go straight ahead and commit

yourself to gaining your Private Pilot's Licence, we have a number of options we can make available to you.

There are some flying schools offering seemingly low prices, but they often neglect to inform you of the hidden costs that you're likely to incur. At Aeros we're convinced that our prospective students would prefer to know all the facts before making their investment in time and money, after all, we were students once too!

We charge a standard training rate for our aircraft based on tacho time which includes the instructor's time and all landing fees at our home airfield. Other airfields often make a charge for approach and landing and this can markedly increase the cost of lessons, especially when you may be required to carry out 6 or 7 landings within an hour. For this reason we carry out as much training as possible from your local Aeros site, however the PPL syllabus dictates that you land at several other airfields during the latter stages of the course and you will be liable for these landing fees.

In addition to pre-flight briefings, our instructors are available for one-to-one ground tuition during normal working hours, and we also run a series of evening ground school classes for the PPL syllabus. There is a charge for these classes but they are not mandatory, although they are very useful indeed. Perhaps you may choose to self-study for your exams, either way, the choice is yours.



# Commercial Pilot License (CPL)

## Introduction

Our unsurpassed commercial flight test pass rates have made us the envy of the flight training industry and the first choice for many pilots flying today with many of the major airlines. As a well-established training provider we are very proud of the fact that most of our students choose Aeros through recommendation. We will prepare you for a career, not just train you to pass a flight test.

Our reputation for quality is well recognised throughout the industry by both Chief Pilots and Examiners alike; a great foundation for either interview or flight test. All our sites offer commercial training programmes and commercial courses. They are conducted with a maximum of two students per instructor, the ideal ratio for quality and continuity.

Students usually fly twice per day (weather permitting) and are encouraged to backseat their 'flying buddy', thus enabling them to observe and learn from events as they unfold during the session without the stress of flying the aircraft themselves. A large percentage of the PPL course can be completed at times specifically to suit the applicant (weekends and evenings) which makes the modular approach with Aeros an even more attractive proposition.

Successful Aeros students have gone on from finishing their training course with us to win successful placements with some of the world's leading airlines.

## Aeros recommends a modular approach, why?

The Modular method of pilot training has many advantages over the standard integrated courses offered by other training organisations. Most importantly, the cost is appreciably less than a full, integrated course. Furthermore because you are training in 'blocks' the cost can be spread over a longer period, allowing you to spread the cost over a time suitable to you or to return to work between modules. The pace of training can also be tailored to meet your own personal circumstances and finally, Aeros offers dedicated, intensive courses, with one (or max 2) nominated instructors, providing greater continuity of training with small course numbers, helping you to complete your course within the specified timetable.

1

### PPL

Minimum 45 hours  
9 Theory Exams  
4 - 6 weeks full time



2

### ATPL & Hour Building

14 ATPL Theory Exams  
125 Hours flying time building experience of navigation and flying in various environments  
9 - 12 months distance learning



3

### CPL

Minimum 25 hours  
Test in a complex aircraft (Retractable Undercarriage and variable pitch prop)  
3 - 4 weeks full time



4

### MEP

6 hours multi engine training  
7 hours theory  
1 x written exam  
1 week full time



5

### IR

45 or 55 hours  
45 - 25 sim and 20 aircraft  
55 - 30 sim and 25 aircraft  
Flying time IFR in multi engine aircraft  
6 weeks full time



6

### MCC

45 hours - Theory and sim training to show how to operate in a multi crew environment  
10 days



## The Commercial Pilot Licence (CPL)

Aeros provides both Single engine and Multi engine CPL courses, the latter incorporates the multi-engine piston class rating (MEP). Most of our students choose the more cost effective Single Engine CPL before progressing to the Multi Engine rating and Multi Engine Instrument Rating.

### Single Engine Commercial Licence

The 25-hour course comprises:

- 15 hours PA 28 161 (Warrior)
- 10 Hours PA 28 RT201 (Arrow)

EASA requirements dictate that the CPL test is undertaken on a complex aircraft type, (an aircraft with a variable pitch propeller and retractable undercarriage), on which at least 5 hours of training has been completed prior to test. We believe that 10 hours on the more complex aircraft (at no extra cost) provides a much better balance of training and is a major contributory factor to our excellent first time pass rate.

The PA 28 Arrow is similar in many ways to the PA 28 Warrior, including its comprehensive avionics, making the transition through differences training (undercarriage / VP Prop) and then onto commercial training much less daunting.

At Aeros, as part of our 25 hours CPL course we include a mock flight test before the actual CPL test. This has proved to be an excellent way of preparing for the skills test and identifying any outstanding issues which need to be resolved before test.

### Multi Engine Commercial Licence

This enhanced 28-hour course can be reduced to 18 hours if the student already holds an EASA Instrument rating.

The 28-hour course comprises:

- 18 hours PA 28 161 (Warrior)
- 10 Hours Tecnam P2006T

The course is structured towards more advanced commercial training with high asymmetric content. This leaves the student much better prepared to complete the multi-engine instrument rating, whilst gaining an extra 4 hours of multi-engine flying time over the traditional single engine CPL. Our experience has led us to increase the mandatory hours of multi-engine training from 8 to 10; our excellent pass rate would suggest that this increase is sensible and beneficial.

The skills test is undertaken on the Tecnam P2006T, and whilst some students may find the transition to the multi-engine environment challenging, those who are able to meet the high demands of the course will benefit during subsequent training.

## Flight Instructor Course (FIC)

Aeros provides the full range of flight instructor courses, from the initial instructors rating through to the removal of restrictions and addition of ratings. Our highly experienced instructional team and in-house examiners provide an excellent foundation for your future career. Our flight instructors course enable you to teach others to fly up to the level of the PPL (A), including all the exercises contained in the PPL (A) syllabus.

The course comprises:

- 125 hours of ground school
- 30 hours in a PA28-161

The flight training rapidly covers all aspects of basic flying skills including one hour of spinning and up to five hours mutual flying. The ground school concentrates on teaching techniques through to briefing and lecture skills. The course duration is six weeks and there will be a maximum of two students per instructor.

Pre-entry requirements:

- be at least 18 years of age
- have completed at least 200 hours flight time of which at least 100 hours shall be Pilot in Command if holding an ATPL (A) or CPL (A) or 150 hours Pilot in Command if holding a PPL (A)
- have completed the CPL or ATPL ground exams (or PPL providing you have 200hrs TT of which 150 must be PIC)
- have completed at least 30 hours on a single engine piston powered aeroplane of which at least 5 hours shall be in the six months preceding the pre-entry flight test
- received at least 10 hours instrument flight instruction of which not more than 5 hours may be instrument ground time in a FNPT or a flight simulator
- completed at least 20 hours of cross country flight as Pilot in Command including a flight totalling not less than 300nm in the course of which two full stop landings at two different aerodromes shall be made
- pass a pre-entry flight test within the six months preceding the start of the course.

Candidates should note that unrestricted status is gained through experience of 100 instructional hours and supervising at least 25 student solo flights.

### Additional Training

Aeros are able to offer the following courses as an addition to the FI rating:

- Class Rating Instructor on both single engine and multi-engine aircraft
- Removal of the Applied Instrument restriction
- Removal of the Night restriction
- FIC instructor
- Examiners Courses: FE (SE/ME), CRE (SE/ME)



## The Instrument Rating (IR)

Aeros provides Single Engine and Multi Engine Instrument Rating courses available to both PPL and CPL holders. For a multi-engine IR the student must have completed a multi-engine piston (MEP) class rating prior to commencing the training. If you are considering an airline career a multi-engine IR is essential.

## The Multi Engine Instrument Rating (MEP)

This rating consists of 55 hours training, 45 if the candidate holds an ICAO CPL or holds an EASA CPL(A). A CPL must be issued in order to qualify for the reduced course.

The 55-hour course comprises:

- 30 hours FNPT Simulator (25 hours for CPL holders)
- 25 hours twin engine aircraft (20 hours for CPL holders)

Our experience has shown us that this combination of hours makes that all important first time pass so much more achievable.

Our simulators are used to train you in the principle of airways flying paying particular attention to the use of check lists, flight planning, communications, precision flying, procedures and emergencies. The 25-30hrs in the class specific simulator allows the student to become totally familiar with a multi-engine cockpit enabling them to smoothly adjust to any multi-engine class aircraft for the practical flying whether that maybe in a Seneca, DA42 or Tecnam 2006T. This produces a very flexible and adaptable pilot and is reflected in our high pass rates.

## Additional Approvals

Aeros are fully Approved to accept MOD Enhanced Learning Credits (ELCAS). This is an initiative to promote lifelong learning amongst members of the Armed Forces. The ELCAS scheme provides financial support in the form of a single up-front payment in each of a maximum of three separate financial years. For more information and to see if you qualify for ELCAS please contact your local branch.

Aeros Group hold a full British Accreditation Council (BAC) accreditation which is globally recognised as a mark of quality achieved through an objective, detailed audit of our processes, policies and systems. BAC is widely recognised as the most experienced, rigorous and independent accreditation service for the private education sector. They use a combination of self-evaluation and on-site inspections to measure success against their established benchmarks.





# Complete Airline Pilot Training

## Introduction

It is a fact that the majority of student pilots who pursue their ambition to be an airline pilot do so by following the modular route of training. This is, without doubt, the most cost effective way of obtaining the necessary licences and qualifications which one needs to become a first officer on a modern commercial airliner. The modular route allows one to continue to work whilst completing the various modules or do the whole course from ab initio to ATPL (Frozen) full time.

The Complete Airline Pilot Training course allows either approach to training but ensures that the progress of the student pilot is continually monitored in much the same way as the integrated course. This structured modular approach has quickly become the way forward for modular training and is now seen by the airlines as a very positive move towards higher training standards.

Whilst achieving high standards on a quality training course is a highly important factor in obtaining airline employment for a newly qualified pilot graduating from any Flight Training Organization, gaining a first job is by no means automatic, even for the high grade individual. Airlines are necessarily highly selective, and competition for places remains strong. Performance at interview is therefore of almost equal importance to a good training record. The latter will certainly get you the interview, but it won't necessarily get you the job unless you perform well during the interview itself.

Recognising the importance of ensuring interview candidates are properly prepared, Aeros regularly run Airline Selection Preparation Days. These are an integral part of the CAPT course and designed as a two day course to limit the time students need to spend away from their normal workplace.



The course is intensive, but firmly focused on the task of improving your employment prospects. Delivered by specialist training staff who are mainly current airline recruiters, the Airline Selection Preparation course will certainly help you gain the confidence you need to perform well at interview. It mixes theoretical with practical skills, is fully participative, and you can be confident that any particular individual concerns you wish to address can be dealt with by the team.

Course content includes CV preparation, assistance with application forms, psychometric and personality tests, basic interview techniques, practice interviews, personal debrief, team exercises, discussion period and latest employment updates. Aeros Flight Training was one of the first training providers to use this structured approach in modular training which is now copied by all of the main modular schools.

## Flybe

In recognition of this market leading approach Aeros Flight Training is now a direct entry pilot training provider for Flybe.

Subject to criteria, performance during training and the right to live and work in the UK and Europe, the scheme is open to students who complete with Aeros Flight Training a full ab initio modular course to ATPL (Frozen) i.e. a CAPT course. On successful completion of training and recommendation to Flybe from Aeros Flight Training, candidates are submitted to Flybe for a series of interviews and assessments. If successful a place in Flybe's 'Holding Pool' will be available from which pilots are recruited for type and line training.

Please note that 'Holding Pool' vacancies may vary depending on airline demand. Registering for a course with Aeros Flight Training does not guarantee you an airline interview and flight crew position.





Reputation above all else



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