# MODULE I

## PPL(A) COURSE

**Aircraft Model:**

**CESSNA 172M**

**TECNAM P2008 MK II**

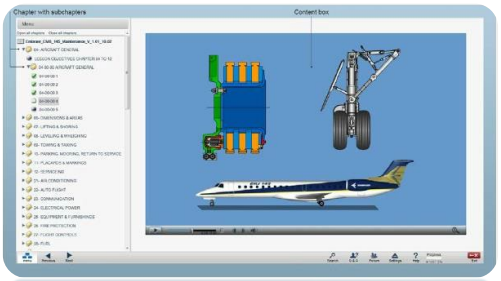
**Prerequisites:**

- An applicant for a PPL(A) shall hold a valid Class 1 or Class 2 medical certificate.
- Applicants for starting the PPL(A) shall be at least 16 years of age;
- Applicants shall hold a diploma for finishing 10 grades (secundary education )

**Training Syllabus:**

**A. Theoretical knowledge course – 162 hours:**

- **90 hours** : Distance Learning Platform **– ONLINE**
- **72 hours** in classrom with an instructor/lector;
- Theoretical knowledge course covers:
    - Air Law ;
    - Aircraft General Knowledge;
    - Flight Performance and Planning;
    - Principle of Flight
    - Human Performance;
    - Meteorology;
    - Navigation;
    - Communication;
    - Operational procedures.



- 8 hour class rom each course (4 hours presentation + student questions/4 hours exams preparation and finall test).
- Sdudent must pass a Progress Check for all 9 courses before Final Theoretical Examination at local CAA.

**B. Flying:**

- **45 hours** instrument time under instruction, including:
    - **Max 25 hours** of dual flight instruction;

- **Min 10 hours** of supervised solo flight time,
- **Min 5 hours** of solo cross-country flight time with at least 1 cross-country flight of at least 270 km (150 NM), during which full stop landings at 2 aerodromes different from the aerodrome of departure shall be made.
- **at the end of the flying instruction the student must pass a Skill Test with an certified examiner from CAA.**

**Time scale:**

- The flight instruction and the skill test shall be completed within the period of validity of the pass in the theoretical examinations.
- Parts of the Theoretical Training like Principles of Flight, Aircraft General Knowledge and General Flight Safety should be completed before the first solo flight.
- Flight Performance and Planning as well as Navigation should be completed before starting with Navigation Flights.
- The whole theoretical training shall be completed before the student pilot starts with the Solo Cross Country Flights.
- Usually a full PPL course takes approximately 6 months ( 3 months theory and 4 months flight instruction) if student availability is good and the weather is good .

**Validity, revalidation and renewal of PPL(A):**

- An PPL(A) licences is valid for life.

**Qualification:**

- PPL is a "Private Pilots License" and is a qualification which allows you to act as Pilot in Command in an aeroplane PPL(A) without remuneration. It is the most common license held in general aviation, and is the first step to all the other licenses.
- At the end of PPL module you will be fully qualified to fly two types of aircraft the classic Cessna 172M and more modern Tecnam P2008 MK II with Garmin G3X.

# MODULE II

## BUILD UP – 50 HOURS

**Aircraft Model:**

- **CESSNA 172M**
- **TECNAM P2008 MK II**

**Prerequisites:**

Airplanes can be rented for buildup only with a safety pilot , wich is a pilot/instructor from JetAv Training Company.
A pilot can rent an airplane if is at least the holder of a PPL(A) and SEP raited licence issued in accordance with PART-FCL

**IMPORTANT ! After 50 hours of flight/PIC the student will be examinated by a JETAV instructor , after de evaluatian if the instructor establishes that the student is not prepared to fligh in solo comand , he/she will be able to continue the program only with a safety pilot from JETAV , with an aditional cost of 20 euro/hour .**

# MODULE III

## AIRLINE TRANSPORT PILOT LICENCES (ATPL) – THEORETHICAL COURSE

**Prerequisites:**

- An applicant for a ATPL(A) shall hold a valid Class 1 or Class 2 medical certificate.
- Applicants shall hold a diploma for finishing 10 grades (secundary education )

**Training Syllabus:**

**A. Theoretical knowledge course – 650 hours:**

- **570 hours** : Distance Learning Platform **– ONLINE**
- **80 hours** in classrom with an instructor/lector;
- Theoretical knowledge course covers:
    - Air Law
    - Aircraft General Knowledge — airframe/systems/power plant;
    - Aircraft general knowledge — instrumentation;
    - Flight performance and planning - mass and balance;
    - performance
    - flight planning and monitoring;
    - Human performance and limitations
    - Meteorology
    - Navigation – general navigation;
    - Navigation – radio navigation;
    - Operational procedures
    - Principles of flight
    - AREA 100 KSA Communications

- Sdudent must pass a Progress Check for all 15 courses before Final Theoretical Examination at local CAA.

**Time scale:**

- The theoretical training should be completed within 12 to 18 months.

**Validity, revalidation and renewal of ATPL(A):**

- An ATPL(A) licences is valid for life.

**Qualification:**

- ATPL is an " Airline transport pilot licence " and is a qualification which allows you to act as Pilot in Command in an aeroplane involved in commercial operations with remuneration.

# MODULE IV

## NIGHT RATING SINGLE-ENGINE PISTON (LAND) MODULE

**Aircraft Model:**

**-TECNAM P2008 MK II**
**- CESSNA F172**

**Prerequisites:**

An applicant for a modular Night Rating course shall be the holder of:

- A PPL(A) .

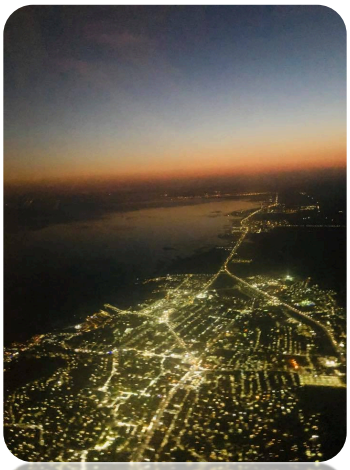
**Training Syllabus:**

**A. Theoretical knowledge course:**

**5 hours** of,formal classroom knowledge with an adequate instructor or online instruction

**B. Flying:**

- **5 hours** instrument time under instruction, including:
  - **3 hours** of dual instruction,
  - **1 hour** of cross-country navigation with at least one dual cross-country flight of at least 50km (27NM)
  - **1 hour** with 5 solo full-stop landings
- **at the end of the flying instruction the student logbook will be signed by an certified instructor and obtain the qualification – NO SKILL TEST.**



**Time scale:**

- The theoretical training should be completed before starting with the practical training.
- A full-time course of flight training for the Night Rating(land) is expected to take between 5 and 10 days to complete. However, in most cases, course length will be dictated by the student's availability and if the weather is good and could take considerably longer.

**Validity, revalidation and renewal of Night Rating:**

- A Night Rating is valid for life.

**Qualification:**

- You'll leave with an EASA Night Rating qualifications wich will be entered in your pilot license, authorizing you to fly single engine aeroplanes at night. You must have Night Rating before you start de IR module.

# MODULE V

## IR(A) SIMULATOR & AIRPLANE

### IR(A) SINGLE ENGINE MODULAR COURSE – 35 HOURS SIMULATOR & 15 HOURS AIRPLANE

**Aircraft Model: CESSNA F172RG/TECNAM P-MENTOR**

**Prerequisites:**

An applicant for a modular IR(A) SEP course shall be the holder of:

- A PPL(A) or a CPL(A) license;
- A night rating, if the IR privileges are to be used at night, or an ATPL license on another aircraft Category;
- and shall have completed at least 50 hours cross-country flight time as pilot-in-command in aeroplanes or helicopters, of which at least 20 hours shall be in aeroplanes.
- Minimum age is 18 years;
- ICAO English Level 4 or higher.

**Training Syllabus:**

**A. Theoretical knowledge course:**

- **150 hours** : 90 % can be made on Distance learning platform **– ONLINE** and 10 % in classrom with an instructor. (Just for PPL(A) without ATPL exams)
- Theoretical knowledge couse covers:
  - Air Law and ATC Procedures
  - Aircraft General Knowledge
  - Instrumentation
  - Flight Performance and Planning

- Human Performance
- Meteorology
- Radio Navigation
- IFR Communication
- Threat and Error Management (TEM)

***If the student has allready pass ATPL exams at local CAA no need for theoretichal course.***

**B. Flying:**

- **15 hours** instrument time under instruction, including normal procedures and emergency drills on Cessna F172RG aircraft;
- **35 hours** instrument time under instruction, including normal procedures and emergency drills on FNTP II SOFTEKSIM SIMULATOR
- **4:30** hours for progress tests;
- **at the end of the flying instruction the student must pass a Skill Test with an certified examiner from CAA.**

**Time scale:**

- The theoretical instruction shall be completed within 18 months.
- The flight training and the skill test shall be completed within the period of validity of the pass in the theoretical examinations.
- A full-time course of flight training for the IR(A) is expected to take at between 4 and 12 weeks to complete. However, in most cases, course length will be dictated by the student's availability, good weather conditions and VMC (VISUAL METEOROLOGICAL CONDITIONS) and could take considerably longer.

**Validity, revalidation and renewal of IR(A):**

- An IR(A) is valid for 1 year.

**Qualification:**

- You'll leave with an EASA IFR (Instrument Flight Rules) qualifications witch will be entered in your pilot license, authorizing you to fly single engine aeroplanes under instrument conditions.

# MODULE VI

## BUILD UP – 70 HOURS

**Aircraft Model:**

- **CESSNA 172M**
- **TECNAM P2008 MK II**

**Prerequisites:**

Airplanes can be rented for buidup only with a safety pilot wich is a pilot/instructor for JetAv Training Company.
A pilot can rent an airplane if is at least the holder of a PPL(A) and SEP raited licence issued in accordance with PART-FCL

**IMPORTANT ! After 50 hours of flight/PIC the student will be examinated by a JETAV instructor , after de evaluatian if the instructor establishes that the student is not prepared to fligh in solo comand , he/she will be able to continue the program only with a safety pilot from JETAV , with an aditional cost of 20 euro/hour .**

# MODULE VII

## MEP (A) MODULAR COURSE

**Aircraft Model:**

**PIPER PA-34 SENECA V**

**Prerequisites:**

- An applicant for a MEP(A) shall hold a valid Class 1 or 2.
- Valid EASA PPL or CPL licence,
- 70 hours as PIC.

**Training Syllabus:**

**A. Theoretical knowledge course:**

- The theoretical knowledge course for a single-pilot multi-engine class rating includes 10 hours of online or classroom instruction in multi-engine aeroplane operations

**B. Flying:**

- **6 hours DUAL VFR under instruction , included in CPL module**

**At the end of the flying instruction the student must pass a Skill Test with an certified examiner from CAA.**

**Time scale:**

- Usually a full MEP course takes 1 – 2 weeks if student availability is good and the weather is good

**Validity, revalidation and renewal of MEP(A):**

- An MEP(A) licences is valid for 1 year.

**Qualification:**

The privileges of the holder of a class rating MEP are to act as pilot on the class MEP(land) aircraft.

# MODULE VIII

## MEP IR (A) MODULAR COURSE

**Aircraft Model:**

**PIPER PA-34 SENECA V**

**Prerequisites:**

- An applicant for a MEP(A) shall hold a valid Class 1 or 2.
- Valid EASA PPL or CPL licence,
- Valit MEP (A) RAting
- 70 hours as PIC.
- Minimum ICAO Level 4
-

**Training Syllabus:**

**A. Theoretical knowledge course:**

- If the student has allready pass ATPL exams at local CAA no need for theoretichal course.

**B. Flying:**

- 2 hours DUAL IFR VFR under instruction
- 3 hours simulator time

**At the end of the flying instruction the student must pass a Skill Test with an certified examiner from CAA.**

**Time scale:**

- Usually a full MEP IR course takes 1 – 2 weeks if student availability is good and the weather is good

**Validity, revalidation and renewal of MEP IR(A):**

- An MEP IR(A) licences is valid for 1 year.

**Qualification:**

The privileges of the holder of a class rating MEP (IR) are to act as pilot on the class MEP(land) aircraft in IFR conditions.

# MODULE IX

## COMMERCIAL PILOT LICENSE CPL(A)

**Aircraft Model:**

**TECNAM P2008 MK II**

**Prerequisites:**

- An applicant for a CPL(A) shall hold a valid Class 1.
- Applicants for the CPL(A) shall be at least 18 years of age;
- Applicants shall hold a diploma for finishing 10 grades (secundary education)

**Training Syllabus:**

**A. Theoretical knowledge course:**

If the student has allready pass ATPL exams at local CAA no need for theoretichal course.

**B. Flying:**
**9 hours SEP DUAL VFR under instruction**

**6 hours MEP DUAL VFR under instruction (complex aircraft)**

- Applicants without an IR shall be given at least 25 hours dual flight instruction, including 10 hours of instrument instruction of which up to 5 hours may be instrument ground time in a FNPT I or II, an FTD 2 or an FFS.
- Applicants holding a valid IR(A) shall be fully credited towards the dual instrument instruction time
- Applicants without a night rating aeroplane shall be given additionally at least 5 hours night flight instruction, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings.

**At the end of the flying instruction the student must pass a Skill Test with an certified examiner from CAA.**

**Time scale:**

- Usually a full CPL course takes 1 – 2 weeks if student availability is good and the weather is good .

**Validity, revalidation and renewal of CPL(A):**

- An CPL(A) licences is valid for life.

**Qualification:**

- CPL is a "Commercial Pilot Licence" and is a qualification which allows you to act as Pilot in Command in an commercial aeroplane. CPL(A) It is the first license held in aviation witch allow pilot remuneration

# MODULE X

## MULTI-CREW COORDINATION (MCC)/JOC TRAINING

**Prerequisites:**

An applicant for a modular MCC (Multi Crew Cooperation)/JOC course shall be the holder of:

- Valid EASA CPL/IR and ME/IR;
- Minimum age is 18 years;
- ICAO English Level 4 or higher.

**Training Syllabus:**

**A. Theoretical knowledge course:**

- **25 hours** of classroom knowledge instruction with an adequate instructor or online instruction

**B. Flying:**

- **20 hours of practical training on a STD.**
- **instruction will be given by TRI or MCC from the Jetav Flight Training Company**
- **at the end of the flying instruction the student logbook will be signed by an certified instructor and obtain the qualification – NO SKILL TEST.**

**Time scale:**

- A full-time course of flight training for the MCC (Multi Crew Cooperation)/JOC is expected to take at between 2 and 4 weeks to complete. However, in most cases, course length will be dictated by the student's availability and will take considerably longer.

**Validity, revalidation and renewal of MCC/JOC:**

- An MCC/JOC is valid for 3 years.

**Qualification:**

- In this last phase of your training, we'll prepare you to work in a two-person aircraft cockpit, dividing the tasks and communicating correctly and efficiently. This part of your education is vital, and forms the transition to commercial multi-pilot flight operation. The MCC/JOC course is required for airline pilots and for admission to a type rating on a particular aircraft type. MCC (Multi Crew Cooperation)/JOC will also be entered in your license.

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Str. Francisc Munteanu Nr. 97
Voluntari,Ilfov, Romania,
Tel: +40722465585; mail: office@jetav.ro; web: www.jetav.ro

# MODULE XI

## ADVANCED UPSET PREVENTION AND RECOVERY TRAINING (UPRT) COURSE - AEROPLANES

**Aircraft Model:**

**TECNAM P2008 MKII**

**CESSNA 172M**

**Prerequisites:**

An applicant for a UPRT course shall be the holder at least of:

- A PPL(A) .
- CPL (A)
- ATPL (A)
- SEP and aiplane class active rating

**Training Syllabus:**

**A. Theoretical knowledge course:**

- **5 hours** of formal classroom knowledge instruction with an adequate instructor or online instruction

**B. Flying:**

- **4 hours** instrument time under instruction.

- **at the end of the flying instruction the student logbook will be signed by an certified instructor and the student will receive a diploma that certify the UPRT qualification – NO SKILL TEST.**

**Time scale:**

- The theoretical training should be completed before starting with the practical training and normally takes between 1 -2 days.
- A full-time course of flight training for the UPRT (A) is expected to take at between 2 and 4 days to complete. However, in most cases, course length will be dictated by the student's availability and if the weather is good and could take considerably longer.

**Validity, revalidation and renewal of UPRT (A):**

- An UPRT is valid for life.

**Qualification:**

- You'll leave with an EASA UPRT qualifications witch will be entered in your pilot logbook.

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# PPL to ATPL from 0 to Professional Summary

| No. | MODULE | PRICE PER MODULE (NEW CLIENT) | PRICE PER MODULE (RETURNING CLIENT) | UP FRONT PAYMAENT (minimum 3 modules) |
|---|---|---|---|---|
| 1 | PPL (A) | 16000 | 16000 | 14500 |
| 2 | BUILD UP 50 HOURS | 10250 | 10250 | 9750 |
| 3 | *ATPL (A)THEORY | 3800 | 3500 | 3000 |
| 4 | NIGHT RATING | 3025 | 2925 | 2825 |
| 5 | IR (A) SEP | 9600 | 9350 | 9100 |
| 6 | BUILD UP 70 HOURS | 13950 | 13950 | 13250 |
| 7 | *CPL-MEP LAND (VFR) | 9775 | 9375 | 8975 |
| 8 | MEP IR | 3400 | 3300 | 3200 |
| 9 | MCC/JOC | 3 900 | | |
| 10 | UPRT | 2180 | 2080 | 1980 |
| **TOTAL** | | **75880 EURO** | **74630 EURO** | **70480 EURO** |

*** the ATPL (A)THEORY module (no 3) recomended to be sold with BUILD UP 50 HOURS (no 2) from JETAV**

*** the CPL-MEP LAND (VFR) module (no 7) shall be sold mandatory with MCC/JOC (no 9) from JETAV**

**For students requesting accommodation :**

**STREJNICU aerodrome with hostel acomodation /per month/per bed the costs will be :**

*250 euro + 1 month guarantee/all costs included*

*Or 30 euro/bed /day (for a minimum of 3 nights)*

**Target prices are subject to change, for an updated and personalised offer please don't hesitate to contact us.**