



Airline Pilot Training
**ATP (A) Integrated
Course**



www.faspilotacademy.aero

ATP (A) Integrated Course for Candidate Airline Pilots

1. Introduction of the course

The ATP(A) Integrated Course is a program designed exclusively by active pilots of world-wide airlines, members of evaluation and pilot selection committees, as well as airline pilot instructors and evaluators. This course is a very prestigious training course for obtaining a professional pilot's license, as it is a complete training package structured in such a way as to serve exclusively this exact purpose. The course is aimed mainly at candidates with zero experience, new entrants in the field of aviation, who have set a goal to occupy a position in the cockpit of a large commercial aircraft in a short period of time, with a guaranteed career and development as airline pilots.

The ATP(A) Integrated «Standard» course is designed to meet the standard requirements set by the airlines being a very recognized training program that they prefer for their candidate pilots. This program meets the minimum requirements, set by the EU (European Union) Regulations, regarding the obtainment of a professional pilot's license. It is mainly aimed to those who want to become professional pilots in the shortest time, at the minimum cost.

2. Pre - entry Requirements

Prerequisites for the registration of those interested and wish to study at the Approved Training Organization FAS PILOT ACADEMY are:

- ▶ To have completed the 18th year of their age.
- ▶ Be a graduate of at least high school or other equivalent organization.
- ▶ Successful completion of the Pre - Entry Assessment
- ▶ To be holders of EASA Medical Certificate Class 1
- ▶ Be fluent in English at least intermediate level.
- ▶ Candidates from third countries are required to issue a training type D visa.

3. The ATP(A) Integrated course trainingpackage includes:

- ▶ Pre - Entry Assessment
- ▶ All registration procedures in the organization.
- ▶ Continuous support during theoretical and flight training.
- ▶ Continuous monitoring and evaluation of the provided training.
- ▶ Exclusive training consultant for resolving any training issues.
- ▶ Complete package of training equipment such as uniforms, books in electronic form in a modern I-Pad provided by the organization, educational material, and supervisory training tools.
- ▶ At least 750 hours of Theoretical Ground Training within an interactive, contemporary, and fully organized theoretical knowledge training for the 13 required subjects.
- ▶ Training – Assessment in AREA 100 KSA according to the requirements of EASA upon completion of theoretical training, lasting 100 hours in addition to the above.
- ▶ 200-hour flight training, of which 145 on airplanes and 55 on the organization's privately owned simulator.
- ▶ Regular oral and / or written examinations - evaluations of theoretical knowledge within the Organization.
- ▶ English language proficiency assessment and certification according to ICAO-EASA requirements.

- ▶ Practical flight examination to obtain the commercial pilot's license.
- ▶ HCAA fees for theoretical and practical examinations as well as for the issuance of the license. First attempt only.

4. Duration (Flight & Theoretical Knowledge Ground Training)

The total duration of the course for an average trainee, guaranteed by the organization, is 16 months, of which:

- ▶ 8 months for the Theoretical Knowledge Ground Training and reviews – completion of theoretical exams.
- ▶ 8 months for the flight training and final examination.

In addition to the above, for trainees with previous experience or excellent performance, the duration of the entire training can be reduced to 14 months with the appropriate combination of theoretical, flight training and examinations at the same time.

Also, for trainees with less time available the total duration of the training can be extended from 18 to 24 months with the theoretical training lasting 6 months and the flight training taking up the rest of the time, including the final exams, depending on availability and the consistency of attendance the candidate can keep..

5. Course Analysis

The ATP (A) Integrated <<Standard>> Course consists of the following sections:

- ▶ PRE-ENTRY ASSESSMENT
- ▶ ADMINISTRATION – MONITORING
- ▶ GROUND SCHOOL
- ▶ FLIGHT AND SIMULATOR TRAINING
- ▶ MCC TRAINING
- ▶ INTERNAL EXAMINATIONS – KSA ASSESSMENTS
- ▶ HCAA EXAMINATIONS
- ▶ SKILL TESTS

6. Theoretical Knowledge Ground Training

The Theoretical Knowledge Ground Training includes 13 subjects which are defined by EASA (European Union Aviation Safety Agency) and cover the minimum knowledge needed by a professional airline pilot. In addition to these, it includes an additional 14th subject, named AREA 100 KSA, which facilitates the evaluation of the trainees regarding the degree of assimilation of the provided theoretical education.

The duration of the Theoretical Ground Training is 8 months and covers 750 hours of classroom instruction by experienced and renowned specialized theoretical instructors.

The organization follows a circular program of theoretical studies, giving to those interested the flexibility to start their training whenever they wish. The theoretical cycle is divided in three modules (a, b and c) and the official semester begin in October.

The trainee has the opportunity to start his theoretical training whenever he/she wishes, since in a period of eight months he/she will have the opportunity to complete the theoretical course covering all three modules according to the following table:

SEMESTER	
MODULE A: OCTOBER TO NOVEMBER	
A1	HUMAN PERFORMANCE AND LIMITATION
A2	AIR LAW
A3	OPERATIONAL PROCEDURES
A4	VFR AND IF COMMUNICATIONS
A5	PRINCIPLES OF FLIGHT
MODULE B : JANUARY TO MARCH	
B1a	AIRCRAFT GENERAL KNOWLEDGE - AIRFRAME AND SYST.
B1b	AIRCRAFT GENERAL KNOWLEDGE – ENGINES
B1c	AIRCRAFT GENERAL KNOWLEDGE – ELECTRICS
B2a	BASIC INSTRUMENTS
B2b	ADVANCED INSTRUMENTS
B3	MASS AND BALANCE
B4	AEROPLANE PERFORMANCE
MODULE C: MAY TO JULY	
C1	GENERAL NAVIGATION
C2	RADIO NAVIGATION
C3	METEOROLOGY
C4	FLIGHT PLANNING AND MONITORING
C100	AREA 100 KSA

In case of inability of the trainee to attend the whole theoretical ground training, the academy gives him the option to join another semester or educational period (module) or to attend individual subjects free of charge, upon agreement from the beginning of the registration, or with an additional cost further training can be provided or even repeat the course.

During the lessons and after the completion of the theoretical ground training, internal examinations are carried out following the educational system of PAD PILOT and ATP Questions. In addition, evaluations and practical trainings are carried out for the better assimilation of the curriculum, as well as a final evaluation of the trainees for the issuance of the certificate of successful completion of the theoretical training

7. Area 100 KSA

During the theoretical ground training and before the issuance of the theoretical completion certificate, final assessments in Area 100 KSA are carried out separately in the following way:

In the context of theoretical knowledge instruction for professional pilot licenses, and according to KSA provisions, for the learning objectives (LOs) in topics 100 02 and 100 03 of Area 100 KSA, trainees will go through at least one formative assessment and two summative assessments. They will also be tested in at least one KSA mental maths test.

The summative assessments and the KSA mental maths test will be documented in the student's training records, while both the summative and the formative assessment(s) will be debriefed. The mental math test must be satisfactorily completed before the student is recommended for their first attempt to take their final theoretical knowledge examination paper at CAA.

8. Aviation English Test (ELP)

The English Language Proficiency Test has been developed to assess the English language proficiency in the specific abilities of speaking and understanding, according to the ICAO (International Civil Aviation Organization) Language Proficiency Rating Scale and the holistic and linguistic descriptors and the requirements set by EASA. FAS Pilot Academy has been an approved English Language Assessment Body for more than 10 years.

9. Flight and Simulator Training

FAS PILOT ACADEMY airplanes that are suitable for every phase and equipped as required provide the best quality training, making the most of the knowledge, means and human resources. The flight training is divided into 7 phases, covering 200 hours on SOCATA TB9-TB10, DIAMOND DA20C1, DA40NG, DIAMOND DA42NG, PIPER SENECA II aircrafts and ALSIM ALX FNPT II simulator as follows:

PHASE 1: PRO SOLO on SOCATA TB9 or DA20C1

PHASE 2: INTRODUCTION TO NAVIGATION AND IR on SOCATA TB9-TB10 OR DA40NG

PHASE 3: SOLO X-C FLIGHTS AND NR, on SOCATA TB9 , OR DA20C1

PHASE 4: INSTRUMENT FLIGHTS on DIAMOND DA40NG and ALSIM ALX FNPT II

PHASE 5: MULTI ENGINE on PA34-200T & DIAMOND DA42NG

PHASE 6: UPRT on DA20C1

PHASE 7: MCC in ALSIM ALX FNPT II simulator

In each phase, assessments and examinations are carried out in order to better evaluate the student's educational progress. The purpose is to improve the approach of the learner and provide more effective training, adapted to the performance and characteristics of each student.

Given the fact that each phase of training requires properly qualified and experienced instructors, FAS Pilot Academy flight instructors largely meet the requirements of the Legislation as they come from all parts of aviation such as Hellenic Air force Academy and Commercial Airlines. The experienced instructors of the Organization are always willing and are characterized for their communicable skills in the field of professional pilot training.

The daily monitoring of the student's training flow and progress during the course give the maximum improvement to his performance.

10. Books

The training organization FAS PILOT ACADEMY has been collaborating more than 6 years with the most up to date companies for the preparation of aviation syllabus and evaluation programs of the theoretical training, Pad pilot and ATP Questions. Their materials and training systems are included in the program and are provided to all students. The package also includes e-books in interactive format via I-Pad, which is also provided by the Organization.

- ▶ MEP A/C Pilot's Information Manual
- ▶ SEP A/C Pilot's Information Manual
- ▶ Complete Training Manual Package of PAD PILOT (<http://padpilot.eu/>)
- ▶ Other ATP books and study means
- ▶ ATP QUESTIONS subscription (12 months)
- ▶ MCC Training Manual

11. Student Kit / Student Pilots Accessories

The students at the Organization are provided with the best quality supplies - means of education for the purpose of consistency and the best organization of the educational activity, but also the education of the student in an air transport environment.

The best quality of supplies and means of education are provided to the students at the organization with the purpose of consistency and best organization of the educational activity in an air transport environment, as follows:

- ▶ Folding Kneeboard
- ▶ EASA PART/FCL Pilot's Log Book
- ▶ Navigation Plotter and Flight Computer
- ▶ Required charts for training
- ▶ Jeppesen Airway manual botland for training
- ▶ Student Pilot Bag
- ▶ Complete Uniform (2sets) and one flight jacket (shirts, trousers, belt, shoes, tie, epaulets, wings, flight jacket.)

12. CAA Examination Fees & Flight Skill tests for all ratings of license

The flight examination for obtaining a professional pilot license for all the ratings included in this course, is carried out by renowned air examiners, who through their aviation knowledge, experience and skills, ensure the most accurate and objective evaluation of the candidate as a professional pilot. The final exam includes:

- ▶ Up to 02:30 hours on SEP for CPL & CPL/IR on SEP CLASS RATING
- ▶ Up to 02:30 hours on MEP for CPL & CPL/IR on MEP CLASS RATING
- ▶ 01:00 hour on FNPT for PBN
- ▶ Examiners fees

13. Price and Payment Method

The total cost of training for the ATP(A) Integrated course package as described above, is **fifty-nine thousand and nine hundred Euros (59,900 €)**.

The final settlement is set in equal monthly installments based on the final agreed price of the package and the final agreed duration. The repayment term or the number of installments is defined by the total agreed term reduced by two months.

14. Discounts or commission

Special prices and commissions are given to Training Organizations and Operators, Aviation Agents, Group of students or different ways and duration of payments.