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Flying Academy – A Flight School managed by airline pilots.
With most of the flight instructors current or ex-commercial pilots, each trainee will get first-hand aviation information, adequate advices and real life pilot experiences.

Flying Academy

Flying Academy of Czech Republic is a flight training organization (CZ/FTO-014) which provides practical and theoretical training in accordance with JAR-FCL-1 standards valid in all JAA countries. Submitting of the licence in other countries than that part of JAA usually consists of a short administrative procedure.

Flying Academy was founded in spring 2002 in Daytona Beach, USA by Radim Olbrecht and has been operating in the Czech Republic since August 2003.

During these years we have provided the airline industry with highly trained pilots who now work for big airlines across the world.

Flying Academy is characterized by professional attitude, high quality of education with emphasis on maximal usage of modern interactive materials. Lessons are led by experienced lecturers. In our team you will find professional airline pilots, meteorologists, aircraft engineers, aviation doctors, air traffic controllers and other aviation specialists.

Preparing for the future of aviation

Flying Academy has decided to invest even more in the future commercial pilots who will complete the training with the organization and so all trainees starting the professional training, from ab-initio to frozen ATPL (A) will be studying from a training version of the EFB (Electronic Flight Bag).

To access the training EFB, trainees will be equipped with iPads - free of charge. The learning materials are sent wirelessly to the trainee’s iPad for each phase of the training: PPL – Plane operating handbooks, PPL manual, Charts, Planning tools and documents to ATPL – eBooks, checklists, access to the online questions database and for all intermediary steps.

Approval

The Civil Aviation Authority approved the FTO Flying Academy as all conditions of the Common aviation regulations JAR-FCL, relating to the control of training organization had been fulfilled.

Why Us?

- We fly 365 days a year, 24 hours a day from aerodromes Prague Letňany, Prague Vodochody, Brno Tuřany and Ostrava Mošnov.
- We provide complete theoretical and practical training from 0 to ATPL frozen in accordance with JAA requirements.
- Our lecturers and instructors are well trained professionals with long term experience in aviation.
- Our ATPL graduates have a high success rate at CAA exams.
- We provide on-line testing portal with up-to-date questions.
- We use modern interactive audiovisual educational methods.
- We provide wide range of educational materials, videos and interactive training software.

Location

We are located in the Czech Republic, in the heart of Europe. We have two bases, one in Prague, the capital of the Czech Republic the other is in Brno, the second biggest city in the Czech Republic.
Our facility at Brno International airport (LKT)

City of Brno is the second biggest city in the Czech Republic and Brno Turany International airport is our flight base.
- international controlled aerodrome
- 24 hour continuous operation
- CTR and TMA BRNO
- concrete runway
- three different instrument approaches
- just a few miles from the historical centre of Brno
- on public transportation line
- great geographical position, just 45 minutes flight time to Austria, Slovakia and Poland

Aerodrome geographical data
ARP coordinates and site at AD 49 09 05N 016 41 32E
Direction and distance from city centre 125° GEO - 7.5 km from Brno main railway station
Elevation 778 ft/237 m / 24,6° C
MAG VAR/Annual change 2° E/ + 4 MIN
Type of traffic permitted IFR/VFR

Training facility at Prague – Letnany airport (LKLT)

Prague is the capital of the Czech Republic and Prague Letnany is our flight base.
- VFR aerodrome
- only 15 km from RUZYNĚ INTL
- TMA PRAHA
- just a few miles from the historical centre of Prague
- on public transportation line

Aerodrome geographical data
ARP coordinates and site at AD 50 07 32N 014 31 32E
Direction and distance from city centre 7 km NE Prague - city centre
Elevation 912 ft/278 m
MAG VAR/Annual change 2° E/ + 4 MIN
Type of traffic permitted VFR day

School facility
Flying Academy has modern facilities with study rooms where trainees can spend their free time for self-study purposes. We provide:
- top quality study materials
- top quality classrooms with projectors, computers, WiFi connection and printers
- on-line question bank access
- over 700 hours of video material
- interactive educational materials
- aviation library
- time flexibility
- visiting exhibitions – Tower control, airlines, maintenance centre and airport fire-station

Student free time activities
Flying Academy arranges different team-building events on regular basis, such as:
- Football and different sport tournaments
- Go-cart racing
- Paintball
- Evening dinners
- Summer barbeque party at different locations
- Long Navigation flights abroad with overnights

Accommodation
Our staff will help each trainee find the right place to live for the duration of the studies. Flying Academy offers dorm-type accommodation for both short-term and long-term stays but also furnished apartments with kitchen. The size of the apartment is determined by the number of trainees interested. Accommodation costs start at about 7.000 CZK/ 280€/ $330 per month. A hotel type accommodation is also available and it might be more practical for short term stays.

Visa procedure for foreign trainees at Flying Academy
If you come from a member state of the European union you do not need a visa.
Trainees coming from non-EU countries will need a visa. We will guide each trainee through this part and we will assist in each step.
For visa issuance assistance we require a prepayment of at least 4.500 € which will be counted into the price of course. Our bank account which is as follows:
- Bank : Komercni Banka, a.s.
- Account (EUR) : 43-576480297/0100
- IBAN : CZ7101000000430576480297
- SWIFT (BIC) : KOMCCZPXXX

This is the proof that the trainee has sufficient funds for the training as well as to cover the costs for express postage with which we send the admission letters for the visa issuance. If your visa application is denied we will reimburse the amount except 150 € admission fee and the postage cost.
Once we receive the proof of payment our staff will prepare admission letters which will be sent over via express postage. The admission letters will be sent in Czech and two in English language.
For preparing the admission letter we need copy the trainee’s passport.
Please note the issue of visa can take up to 2 months. Embassy usually contacts us and in some cases they request us to contact foreign police in Czech Republic. Health insurance may also be needed but that is usually done towards the end of the procedure of the visa.

about us
**our fleet**

**single engine aircraft**

**Cessna 152**
Cessna 152 is a two-seat, fixed tricycle gear, general aviation airplane, used for primary flight training, time building, and personal flying. The Cessna 152 is the most successful two seat trainer in history.

**Cessna 172**
Cessna 172 is a four-seat, single-engine, high-wing airplane and is probably the most popular flight training aircraft in the world. Praised for its excellent reliability and handling characteristics, it truly is the ideal airplane for flight training.

**Cessna 172 RG**
Cessna 172 RG is a more advanced version of the regular Cessna 172. It has a retractable landing gear and a variable pitch propeller, making it a complex aircraft ideal for Commercial flight training.

**Piper PA-28 Archer III**
Piper Archer III is a single-engine, four-seater low wing aircraft, equipped with Garmin 430 avionics, used for IR training.

**Piper PA-28RT–201T Turbo Arrow IV**
The Piper PA-28RT–201T is a light aircraft designed for flight training, air taxi, and personal use. The PA-28RT is an all-metal, unpressurized, single-engine, piston-powered airplanes with low-mounted wings and retractable landing gear.

**Cirrus SR20**
Cirrus SR20 features composite construction and advanced aerodynamics. The aircraft also incorporates flat-panel, multi-function display technology and state-of-the-art safety innovations, including a revolutionary safety innovation known as the Cirrus Airframe Parachute System (CAPS).

**Cirrus SR22 GTS**
Cirrus SR22-GTS is a state-of-the-art aircraft engineered for safety, efficiency, and comfort. The SR22 is the world’s most elite personal aircraft. High quality leather seating, exceptional visibility, and even XM radio provide each passenger with an unparalleled flying experience. In the unlikely event of an emergency, when deployed, the CAPS™ system launches a 55 foot diameter parachute which lowers the entire aircraft safely to the ground.

The SR22 GTS is truly the flagship of the Cirrus Aircraft fleet.
Piper PA-34 Seneca
Piper PA-34 Seneca is a twin-engine six-seat touring aircraft with variable pitch propeller and retractable landing gear. We use the Seneca for multi-engine training.

Tecnam P2006T
Tecnam P2006T is a twin-engine four-seat aircraft with a variable pitch propeller and retractable landing gear. The P2006T is based on the revolutionary, new aircraft engine the Rotax 912S, specifically designed to incorporate the latest technologies developed by the automotive industry.

Robinson R22
The Robinson R22 is a two-seat, light utility helicopter with responsive handling and quick maneuverability. Powered by a Lycoming four-cylinder engine, the R22’s proven reliability make it ideal for flight training.

Robinson R44
The Robinson R44 Raven series provides excellent reliability, responsive handling, and altitude performance, making the R44 ideal for private, business, and utility applications. A powder-coated steel-tube structure gives the R44 a rigid yet lightweight airframe, while the aerodynamic fuselage optimizes air speed and fuel economy. The R44 comfortably seats four adults. A low tail-rotor tip speed, heavy-duty muffler, and large cambered tail decrease flyover noise, resulting in a community friendly helicopter.
our fleet

simulators

**ATR 42**
ATR 42 simulator is very effectively used for MCC training. Cockpit fully corresponds to modern aircraft with EFIS. Based on FNPT II certificate it is possible to perform basic IR training.

**FNPT II**
FNPT II simulator provides cost efficiency and quality for IR and multi-engine training. The simulator is true copy of Beechcraft KING B200 and can be easily reconfigured to Piper PA 34 Seneca V.
theoretical courses and flight training
Whether the goal is to fly a major airline, upgrade your flying skills or just to fly as a hobby, Flying Academy will train you according to the highest aviation and safety standards.

**Practical and theoretical training**

We provide complete practical and theoretical training for fixed wing aircraft and helicopters:
- top quality study materials
- professional lecturers - many of whom are airline pilots with many years of experience
- large classrooms with projectors and computers and internet access
- on-line question bank
- video materials
- interactive educational materials
- aviation library

We are specialized in complete training from zero to frozen ATPL.

**Theoretical courses**

- ATPL (A)(H) - Airline Transport Pilot License
- PPL (A)(H) - Private Pilot License
- CPL (A)(H) - Commercial Pilot License
- IR(A) - Instrument Rating
- FI(A) - Flight instructor
- IRI(A) - Instrument rating instructor
- Night qualification
- Trial introductory flights
- Time building

**Flight training**

- PPL (A)(H) - Private Pilot License
- CPL (A)(H) - Commercial pilot license
- IR (A) - Instrument rating
- FI (A) - Flight instructor
- IRI (A) - Instrument rating instructor
- Night qualification
- Trial introductory flights
- Time building

**Aviation English**

- ICAO language proficiency
- ICAO English refresh course
- IR English according to JAR PCL 1.200

**The structure of the flight training**

The trainees will start with theoretical course for PPL and PPL flight training at the same time.

Night qualification is integrated into PPL training.

After obtaining the Private Pilot License, the trainees will attend the ATPL theoretical course. The ATPL-theory is the highest level of theory available in the aviation industry.

While attending the ATPL theoretical course, the trainee will start the instrument qualification flight training (IR). Upon completion of IR, the trainee will continue with commercial flight training and then proceed to multi engine training.

**Practical course**

Flying Academy uses Cessna’s C152 for initial flight training, which is an ideal two-seat training aircraft. The Cessna C152 is renowned for easy control and very good flying attributes.

For practical IFR flying you can choose between Piper Archer III and Cessna 172, both types with Nav/Comm/GPS Garmin GNS 430 receivers.

For advanced training we provide the entirely new four-seater Cirrus SR20-G2, with integrated avionics, so called “Glass cockpit” Avidyne Flight Max Entegra. The Cirrus SR-20 is also available for IR training.

**Theoretical training**

Theoretical training takes the form of interactive courses ultimately using all modern materials.

All our students have access to our library, training PC software and video archive, including the highest quality training materials currently available and which are constantly updated.

The simulated flight is a part of interview and selection process in most countries and airlines. Thanks to the intensive training on our simulator you will be well prepared for this step of your career.

**ATR 42 Simulator**

Flying Academy carries out the training on an ATR 42 simulator provided by Czech Airlines, which is supervised only by professionally trained airline pilots.

The simulator is certified as FTNP II. It is able to simulate engine failures, flights in unfavorable weather conditions and many other failures and malfunctions that students might come up with during a flight and to which we will thoroughly prepare each trainee. Precisely graphically processed airports and landscape features help to increase the realism of the simulation.

The simulator is mostly used for IFR flight training and students are able to fly as many as 25 hours of IFR training. The simulator is also suitable for MCC training.

When attending the IFR training, our goal is not to teach you how to fly the ATR-42 but to control it as a single-pilot aircraft. The simulated IFR training stresses perfect control of IFR flights by simulating limited weather conditions, unusual flight attitudes and situations, real life demonstrations of which would hardly be performable and even dangerous for students and their instructors.

**Training and test portal**

Flying Academy will provide each trainee the access to an online database of over 14,000 current JAA ATPL questions and tests from all aviation subjects. This testing portal significantly contributes to higher training effectiveness. Most students attending Flying Academy pass the Civil Aviation Authority exams at first attempt.
courses
Private Pilot License is the qualification that permits the holder to act as the pilot of an aircraft (or helicopter) privately, i.e. not for commercial. PPL is the most common type of license in general aviation.

Course duration and description
Theoretical course consists of two modules, theoretical and practical. Total theoretical instruction time given is 32 hours after which you will be prepared for PPL theoretical exams.

The practical training is 45 flight hours. Of those there are 25 hours with an instructor and 10 hours solo without any instructor onboard. Our PPL program includes 5 hours Night qualification within the total flight time of 45 hours.

Module 1 – Theoretical
Theoretical course consists of:
- Air Law
- Aircraft General Knowledge
- Flight Performance and Planning
- Human Performance and Limitations
- Meteorology
- Navigation
- Operational Procedures
- Principles of Flight
- Communications

While theory is learning from what is written by others, practice is learning from your own experience and that’s why it is good to start the practical part of education while studying the theoretical part.

Combination of theory and practice will give you a better understanding of flying.

Module 2 – Practical
Practical flight training consists of:
- Straight-and-level flight in slow speed regime
- Climb, descend and turns
- Take-off and landings
- Steep turns and stalls
- Emergency and precautionary landings
- Navigation flights
- Short field landings and take-offs
- Flight planning and in-flight rerouting

After passing the theoretical exams at the Czech Civil Aviation authority and completed 45 hours of flight training, you will be ready for your final skill test.

Course entry requirements
- Minimum age of 17 years
- Class 2 medical certificate

Priviliges
The privileges of the holder of a PPL(A) are to act, but not for commercial, as pilot-in-command or co-pilot of any aeroplane engaged in non-commercial flights.

The Night Qualification extends the basic privileges of the JAA PPL to include flight at night. This opens up a whole new world of flying possibilities. Flying at night is very different to daylight flying and many pilots find it more rewarding.

Module 1 – Theoretical
Theoretical part consists of:
- Airlaw
- Instruments and equipment of the airplane
- Requirements of the airport
- Human performance and limitations
- Human night vision
- Meteorological conditions

Module 2 – Practical
The practical part consists of:
- 5 hours flight training
- 3 hours dual, including
- 1 hour cross-country navigation
- 5 solo takeoffs and full-stop landings

During your night flying you will practice:
- Take-off and landings
- Navigation
- Emergency procedures

Qualification
Once granted, the night qualification will remain valid as long as the flight licence is valid.

Night Qualification is included in our 45 hours PPL program. It is also possible to do Night Qualification separately for those who already hold a PPL license without NQ.
CPL (A) – Commercial Pilot Licence

A Commercial Pilot License (CPL), is the qualification that permits the holder to act as the pilot in command of a single pilot aircraft, or as co-pilot of a multi–pilot aircraft and can be paid for his/her work.

Course entry requirements
- PPL (A)
- Night Qualification
- 100 hours as pilot-in-command (PIC)
- 150 total hours of flight time
- Valid class 1 medical certificate
- 20 hours of VFR cross-country flight time as pilot-in-command, including a cross-country flight totaling at least 540 km (300 NM) in the course of which full-stop landings at two aerodromes different from the aerodromes of departure are made

Privileges
The privileges of the holder of an CPL are to:
- Exercise all the privileges of the holder of a PPL
- Act as PIC of a single pilot airplane engaged in commercial air transportation
- Act as co-pilot of a multi pilot aircraft engaged in commercial air transportation

Course description
For pilots with IR(A): (15hours)
- 10 hours on a simple single engine airplane
- 5 hours complex airplane single engine airplane

For pilots without IR(A): (25hours)
- 20 hours on simple single engine airplane
- 5 hours complex single engine airplane

A complex airplane is defined as an aircraft that has:
- A retractable landing gear &
- A variable pitch propeller &
- Movable or adjustable flaps.

For applicants that have successfully passed all 14 ATPL theoretical exams will not have to do any CPL theoretical exam

Price
The course fees cover the following items and services:
- Theoretical training
- Training manuals
- Access to the Learning Management System and question bank
- Instructor time

IR - Instrument Rating (A)

IR - Instrument Rating

Instrument Rating refers to the qualifications that a pilot must have in order to fly under Instrument Flight Rules (IFR). Instrument rating is a must for future professional pilots but also it’s useful when flying long distances. It is difficult to fly 300-600 NM without encountering bad weather that requires instrument skills.

Course entry requirements
- Minimum age of 18 years
- Class 1 medical certificate
- At least PPL (A) (Private Pilot Licence) holder with night rating
- English language skills

Privileges
The privileges of a holder of an IR(A) are to pilot aeroplanes under IFR with a minimum decision height of 200 feet (60 m). Decision heights lower than 200 feet (60 m) may be authorized by the Authority after further training and testing.

Learning objectives
The applicant has to go through ground training covering:
- Air law
- ASEPE
- Instrumentation
- Flight planning & monitoring
- Human performance & limitations
- Meteorology
- General navigation
- Radio navigation
- Operational procedures
- Communications
ATPL (A) – Airline Transport Pilot Licence

ATPL – Airline Transport Pilot License is the highest level of theory available in the aviation industry. This course provides the trainee with the theoretical knowledge required to work as an airline pilot.

Subjects
The applicant has to go through ground training covering:

- Air law and ATC procedures
- Airframes & systems, electrics & powerplant
- Instrumentation
- Mass and balance
- Performance
- Flight planning & monitoring
- Human performance & limitations
- Meteorology
- General navigation
- Radio navigation
- Operational procedures
- Principles of flight
- Communications

The ATPL - 650 course is intended for a PPL holders.

The ATPL - 300 course is intended for a CPL / IR holders. Theoretical instruction hours are reduced to 300 hours.

The course includes the following items and services:

- All training manuals
- Instructor time
- Access to e-learning system
- Access to our ATPL data bank with over 14,000 questions

Application Requirements

- Minimum 18 years of age
- Valid ICAO PPL(A)
- Valid JAA Class 1 Medical Certificate
- Documentation with grades in Mathematics, Physics and English

<table>
<thead>
<tr>
<th>Description</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum time of ATPL (A) 650 course</td>
<td>33 weeks / 651 hours</td>
</tr>
<tr>
<td>Consultation</td>
<td>19 days for 7 hours</td>
</tr>
<tr>
<td>Introductory concentration</td>
<td>teach-in educational material handover</td>
</tr>
<tr>
<td>Continuous concentration</td>
<td>2 days for 8 hours (stage-checks)</td>
</tr>
<tr>
<td>Final concentration</td>
<td>2 days for 8 hours</td>
</tr>
</tbody>
</table>

Total of 160 hours in the classroom

The ATPL - 450 course is intended for a CPL or IR holders. Theoretical instruction hours are reduced by 200 hours to 450 hours.
aviation English
ICAO language proficiency

For all pilots a minimum level of aviation English is tested by ICAO language proficiency check standards. A minimum level of English for pilot is level 4.

Validity of ICAO language proficiency

The ICAO language proficiency has validity depending on achieved level:

- level 4 - 3 years
- level 5 - 6 years
- level 6 - unlimited

ICAO language proficiency check

Flying Academy is approved for providing of ICAO language proficiency check.

The proficiency check consists from 3 parts:

- conversation and description of a picture from the aviation industry
- listening of aviation communication – pilot must answer on questions from examiner
- reading and translation of article from manual, aviation regulation or aviation publication

The duration of check is approx. 30 min. The evaluation of check is done on the spot.
0 - ATPL - From zero to ATPL

From zero to ATPL - Become a professional airline pilot

With no experience in flying one has to preferably start on what is called the 0-ATPL course which consists of all that is needed to become a qualified commercial pilot.

This course is designed specifically for those students who wish to conduct all their training from ab-initio to frozen ATPL in smooth succession, and under the banner of one organization (a plus to most airlines).

With in less than 12 months you get CPL - Commercial pilot licence, ME - Multi engine rating, IR - Instrument rating, “Frozen” ATPL - Airline transport pilot license (theoretical course) with minimum of 200 flight hours and 25 simulator hours.

You will meet all requirements to apply for airline job as a co-pilot.

Course description

The modules in the Flying Academy course are:

- Private Pilot’s Licence (PPL)
- Night Qualification
- ATPL Theoretical Knowledge Instruction
- Hour Building
- Instrument Rating (IR)
- Commercial Pilot’s Licence (CPL)
- Multi Engine Land Class Rating (MEPL)

We know that is hard for someone who is new to understand how everything works and what to do in which sequence, that’s why our Student Advisors will offer trainee counseling throughout the training.

Today, more than ever, the airline industry needs highly trained and skilled professionals for the growing industry, to safely take to destination over 5 bn. passengers annually.

Being a professional pilot comes also with a lot of responsibility, complex decision making and the ability to understand and cope with abnormal situations.

Flying Academy is highly specialized in offering training from ab-initio to ‘frozen’ ATPL(A). The trainees of the program will start with PPL(A) and, upon obtaining the necessary flight experience, will continue with IR(A), CPL(A) modules or ME (multi-engine aircraft) flight programs.

CPL - Commercial Pilot Licence (A)

CPL - Commercial Pilot Licence

A Commercial Pilot Licence (CPL) is a qualification that permits the holder to act as the pilot of an aircraft for remuneration.

Course entry requirements

- PPL (A)
- 150 total hours of flight time
- Valid class 1 medical certificate

Privileges

- Exercise all the privileges of the holder of a PPL
- Act as PIC or co-pilot of any airplane engaged in operations other than commercial air transportation
- Act as PIC in commercial air transportation of any single engine airplane and co-pilot in commercial air transportation

Flight instruction

Minimum of 200 total flight hours:

- 100 hours as pilot-in-command
- 20 hours of VFR cross-country flight time as pilot-in-command, including a cross-country flight totaling at least 540 km (300 NM) in the course of which full-stop landings at two aerodromes different from the aerodromes of departure are made
- 10 hours of instrument training
- 5 hours of night flying including one cross-country flight and 5 solo take-offs and 5 landings
- 5 hours on a complex airplane

Exams

An applicant must demonstrate a level of knowledge appropriate to the privileges of the holder of a CPL(A) in accordance with the requirements in JAR-FCL 1 (Aeroplane) Subpart J.

The practical skill exam in the airplane with the examiner can be taken after successful completion of the written tests. The applicant must demonstrate the ability to:

- operate the aeroplane within its limitations
- complete all maneuvers with smoothness and accuracy
- exercise good judgment and airmanship
- apply aeronautical knowledge
- maintain control of the aeroplane at all times

Price

The course fees cover the following items and services:

- Theoretical training
- Training manuals
- Access to the Learning Management System and question bank
- Instructor time
- Aircraft rental
flight training

**PPL - Private Pilot Licence (A)**

**PPL - Private Pilot Licence**  
**Night qualification included**

Private Pilot Licence is a qualification that permits the holder to act as the pilot of a single-engine aircraft privately, i.e. not for remuneration. PPL is the most common type of licence in general aviation.

To fly for remuneration a private pilot must continue pilot training for a Commercial Pilot Licence (CPL). Private Pilot Licence is the first step in the aviation career.

**Course entry requirements**

At the beginning of the flight training the trainee must be at least 16 years old. At the time of final practical exam the trainee must be at least 17 years old.

Valid 1st or 2nd class medical certificate.

**Privileges**

The privileges of the holder of a PPL(A) are to act, but not for remuneration, as pilot-in-command or co-pilot of any aeroplane engaged in non-revenue flights.

**Flight Instruction**

At least 45 hours total time in airplanes, 25 hours of dual instruction and at least 10 hours of supervised solo flight time, including at least five hours of solo cross-country flight time with at least one cross-country flight of at least 270 km (150 NM) with two full stop landings at two aerodromes different from the aerodrome of departure.

**Exams**

The applicant has to demonstrate the theoretical knowledge at the CAA office in the form of written tests.

Tests consists of nine subjects (meteorology, navigation, etc). A pass in a subject is awarded to an applicant achieving at least 75% of the marks allocated to that subject. Theoretical examination for the PPL(A) must be successfully completed within a period of 18 months.

The practical skill exam in the airplane with the examiner can be taken after successful completion of the written tests. The applicant must demonstrate the ability to:

- operate the aeroplane within its limitations
- complete all manoeuvres with smoothness and accuracy
- exercise good judgment and airmanship
- apply aeronautical knowledge
- maintain control of the aeroplane at all times

**Theoretical training**

The applicant has to go through ground training covering:

- Air law
- Airplane general knowledge
- Flight planning and monitoring
- Human limitations and performance
- Meteorology
- Navigation
- Operational procedures
- Basic aerodynamics
- Communication

This is done in 30 hours of ground training with the instructor.

**Hourly overview**

<table>
<thead>
<tr>
<th>Duration</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 hours</td>
<td>Basic maneuvers, emergency procedures, take-offs and landings etc.</td>
</tr>
<tr>
<td>5 hours</td>
<td>Navigation cross-country</td>
</tr>
<tr>
<td>1 hour</td>
<td>Night navigation cross-country</td>
</tr>
<tr>
<td>2 hours</td>
<td>Night maneuver training</td>
</tr>
</tbody>
</table>

**Total of 28 hours with instructor**

**Price**

The course fees cover the following items and services:

- **Theoretical training**
- All training manuals
- Access to the Learning Management System and question bank
- Instructor time
- Aircraft rental
- Night qualification

Night qualification is included in the PPL!
IR - instrument rating (A)

IR - instrument rating

The aim of the IR (A) flying training course is to train holders of either a PPL(A) or a CPL(A) to the level of proficiency necessary to conduct safe and effective flights in Instrument Meteorological Conditions (IMC) under Instrument Flight Rules (IFR) with a minimum decision height.

Course entry requirements

- PPL (A) with night qualification or CPL (A)
- English skills
- Valid class 1 medical certificate
- Minimum age of 17 years
- 50 hours of cross-country flight time as pilot-in-command (PIC)
- Pass IR (A) theoretical course

Privileges

The privileges of a holder of an IR(A) are to pilot aeroplanes under IFR with a minimum decision height of 200 feet (60 m). Decision heights lower than 200 feet may be authorized by the Authority after further training and testing.

Flight instruction

Basic instrument flight module:

- Pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan
- Procedure and maneuvers for IFR operation under normal, abnormal and emergency conditions
- Transition from visual to instrument flight on take off
- Standard instrument departures and arrivals
- En route IFR procedures
- Holding procedures
- Instrument approaches to specified minima
- Missed approach procedures
- Landings from instrument approaches, including circling
- In flight maneuvers and particular flight characteristics

Exams

The applicant must demonstrate the ability to:

- Operate the aeroplane within its limitations
- Complete all maneuvers with smoothness and accuracy
- Exercise good judgment and airmanship
- Apply aeronautical knowledge
- Maintain control of the aeroplane at all times

Price

The course fees cover the following items and services:

- Theoretical training
- Training manuals
- Access to the Learning Management System and question bank
- Instructor time
- Aircraft rental
- Simulator FNTP II rental

Trial introductory flights

Everybody can get a feel of what it’s like to learn to fly. Under the guidance of our highly qualified instructors, the prospective trainee will be in the the aircraft cockpit, be shown the controls and once in the air be able to take control over the aircraft.

Introductory flight description

The first flight starts with a pre-flight briefing from the professional instructor covering the safety aspects of the flight and giving general introduction to the features and controls of the aircraft. All our aircrafts are fully certified and are equipped with dual flying controls.

The trainee will be provided with a headset so that he/she can talk with the instructor and can hear conversations between the instructor and Air Traffic Control during the flight.

In addition to the flight we will explain the pre-flight inspection, get you to help the pilot check the aircraft, and then he/she can run through the checklists before engine start.

The instructor will perform the take-off and landing and, once the aircraft is in the air, the prospective trainee will be given the opportunity to take the controls and experience the thrill of flying at first hand. If one feels comfortable, he/she will actually do most of the flying during the flight.

Back on the ground, the instructor will issue a certificate to commemorate your day.

Time building

Flying Academy offers time building programs at cost effective rates. Block times are sold at a discounted rate for the purpose of time building.

Requirements

- At least PPL (Private Pilot Licence) holder
- At least Class 2 medical certificate

Cessna 152

The Cessna 152 is a two-seat, fixed tricycle gear, general aviation airplane, used primarily for flight training, touring and personal flying. The Cessna 152 is the most successful two seat trainer in history.

- Aircraft designed for training pilots
- Ease of learning and flying
- Two seats
- Perfect for shorter trips

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**FI - Flight Instructor (A)**

**FI - Flight Instructor**

The Flight Instructor licence allows individuals to provide training to pilots. Many pilots wishing to enter professional aviation positions become Flight Instructors in order to build the necessary experience.

**Course entry requirements**

- Minimum age of 18 years
- Class 1 medical certificate
- CPL holder, or
- Completed 200 hours total flight time and 150 hours as pilot-in-command
- Completed 30 hours on single engine piston powered aeroplanes (5 hours within the preceding 6 months)
- Received 10 hours instrument flight instruction (of which up to 5 may be in a simulator)
- Completed 20 hours cross-country flight time as pilot-in-command including a 540 km (300 NM) cross - country flight
- Passed a specific pre-entry flight test

**Privileges**

The privileges of the holder of a FI(A) rating are to conduct flight instruction for the issue of the PPL(A) and class and type ratings for single-engine aeroplanes. Until the holder of a FI(A) rating has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 student solo flights, the privileges of the rating are restricted. The restrictions will be removed from the rating when the above requirements have been met and on the recommendation of the supervising FI(A).

**Night qualification**

**Night qualification**

The qualification allows you to flight at night in VMC - this opens up whole new world of flying. Flying at night is very different to daylight flying and many find it more enjoyable.

**Course entry requirements**

- PPL (A)

**Privileges**

The privileges of a holder of a night qualification is to fly at night in visual meteorological conditions (VMC).

**Course description**

The night qualification is a minimum of 5 hours. 3 of which must be dual with a 1 hour night navigation exercise. The solo time must include 5 full stop landings.
contact
Our experienced staff is ready to help you with any questions you might have regarding your flight training.

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SWIFT (BIC): KOMBCZPPXXX

Where can you find us:
Turany International Airport at Brno (LKTB)
How to get to Turany:
- The bus line # 76 will take you to or from the airport.
- There is a CITY TAXI station in front of the terminal.

Letnany airport at Prague (LKL T)
You can enter the Stara Aerovka complex (the Flying academy headquarters) directly from the apron of the Letnany public airport of Prague. You will find us on the south side of the airport.

How to get to Letnany:
- Driving a car - turn left from Mladoboleslavská street into Hulkova street. Follow Hulkova street until it starts to bend to your left. Proceed forward, leaving Hulkova, and go straight through the Stara Aerovka complex gate. You will see the Flying Academy banner to the right of the gate. If the gate is closed call us.
- Public transportation - From subway station Vysočanská (yellow line – B) take bus line # 359, 280, 302, 349, 375, 376 or from subway station Palackova (yellow line – B) take bus line # 185 to Dustlínské domy, cross Mladoboleslavská street into Hulkova street and follow the directions in “driving a car” above. For detailed information about public transportation click at www.dpp.cz/idos.
- Flying in – don’t mistake us with the beautiful concrete strip just south-east of our grassy meadow.

Complete details and up to date information
www.FlyingAcademy.com
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