



Global Aviation Academy **GAA**

High Flier Program Information Pack



Welcome on Board!

Welcome to GAA

In trusting us with your flight training, you are opting for an organisation where quality and high standards are paramount, and costs contained so as to provide you, our student, with the best value for money.

Our academy's spectacular success is due to our commitment to our customers in providing:

- Excellent value for money
- No hidden costs
- Flexible training schedules, including weekends and public holidays
- Individual attention

This is the secret of our academy's success. We are proud to organise numerous pilot training courses every year, on part-time, full time and one to one basis.

All training programmes are designed by our dedicated team of professional flight instructors and experienced tutors.

Theory course schedules are fairly flexible in order to suit the individual needs of our students.



The Private Pilot Licence

Achieving the Private Pilot Licence is the first step to becoming a pilot. This licence allows the holder to fly a light single-engine aircraft on non-revenue flights. European standards stipulate the following requirements for one to qualify for a Private Pilot Licence:

- Pass a medical test;
- Pass 9 theoretical examinations;
- Pass a Radio-telephony practical examination;
- Complete at least 45 flying hours including a minimum of 25 hours with an instructor and 10 hours of supervised solo flight time, 5 hours of which are cross country solo flights (including a 270 km qualifier flight);
- Pass a flight test with an authorised flight examiner.

At GAA, we are proud of our impeccable student success rate, our unmatched safety record and the reliability of our P2006T and five Cessna training aircraft.

Considering our transparent pricing policy, our flexible training schedules and our cost-efficient solutions, it is no wonder that our academy is now the leading provider of flight training in Europe.



Our full-time course schedule is designed according to our student availabilities. The course is intensive, and we therefore suggest that you are free from other commitments in order to cope well with the material.

As with our other PPL courses, 100 hours of theory training are provided. These include lectures in Human Performance and Limitations, Communications, Air Law, Operational Procedures, Aircraft General Knowledge, Principles of Flight, Flight Performance and Planning, Meteorology and finally Navigation. The Civil Aviation Directorate written exams are held once the training for a group of modules is completed and sufficient study time has been allocated. The full-time course is especially suitable for those students aged over seventeen who are willing to conduct all the theory during their summer holidays and also for international students that come to Germany- Rothenburg for their training.

Rothenburg's fine weather conditions allow for rapid hour building, and thus, international students can complete their private pilot licence in the shortest time possible, saving expenses related to transport, subsistence and lodging. Students would be able to commence their Radio-Telephony practical sessions and flight training whilst they are completing their theoretical training. The total course can be completed in as little as 3 to 4 months, obviously dependant on the student availability, performance and weather. Nonetheless, we remain committed to providing every individual student with a training plan which suits his/her circumstances. All guidance will be provided, and we will endeavour to create a solution suited to every student's circumstances.

One to one courses are also available on request. These are particularly suitable for students who require a totally flexible training solution.



The Night Rating

The night rating allows PPL holders to fly in VFR conditions between sunset and sunrise. Attaining this rating is an ideal stepping stone towards building up the confidence you will need to pass your Instrument Rating, and vastly improves your flexibility when performing cross-country flights. The night rating is also one of the pre-entry requirements for commercial pilot training.

An EASA night rating can be achieved through a minimum of five hours of night flying with one of our experienced night rating instructors. All flights include briefings and a post-flight evaluation, and can be used as part of our hour-building packages.

The rating may be attained flying both our Cessna 152 and our Cessna 172 in as little as 2 nights!



Hour Building

Global Aviation Academy's fleet of Cessna 152s and 172s are made available for PPL holders to achieve the minimum of 150 flying hours required for commercial training. During this period in their training, students receive constant guidance from instructors so as to make the best use of their flying hours.

Apart from general manoeuvre revisions, students are encouraged to plan a number of navigation flights to neighbouring airports such as Munchen, Landshut and Eggenfelden. It is also strongly recommended that student pilots plan their hour building flights in groups. On such flights, one student would be the pilot in command, whilst the other students, although acting as passengers, would have the opportunity to monitor the flight progress and become more familiar with the flight environment. This way, the students can benefit from additional time in the air at the same cost!

Our company has recently signed an agreement with Emirates Fligh Training Academy in order to purchase a brand new Tecnam P92JS training aircraft. The new generation P92JS aircraft boasts a wide and comfortable cabin, superior handling characteristics and operating costs which are far lower than similar training aircraft, especially thanks to the Rotax 912 engine. This aircraft will make it possible for our company to continue offering the lowest rates of flight training and aircraft hire especially for hour builders.



The Airline Transport Pilot Licence Theory Course

Our Airline Transport Pilot Licence course, is based on a distance learning program utilizing a modern web based training system. Prior to commencing this training, students require a basis of Mathematics and Physics which can also be provided by the academy upon request.

Students are provided with access to the study material and a large database of over 7,000 practice questions, accessible from any computer with internet access. The web based training system is an innovative means of ensuring that students have continuous access to the latest information and allows instructors to monitor student progress very accurately. The system is even able to generate routine reports of the student progress to guide the instructors on the areas of apparent weaknesses! Textbooks are also available for those who prefer studying from printed material.



The distance learning aspect of the course is intended to allow students to progress through their training at their home. The course is based on just 25 hours of study time per week, covering the material for all 14 theoretical modules within 6 months. In the meantime, students are able to continue with other aspects of the high flier program such as hour building and night training. Should any difficulties be encountered during the ATPL home study phase, GAA guarantees instructor support and therefore students are definitely not left alone. Following the completion of every 7 modules, students are invited to the GAA premises for a two week intensive consolidation course followed by 1 week of examinations organized by EASA. The ATPL(A) distance learning course includes:

- ✓ Unlimited online computer based training for duration of course
- ✓ 1 Jeppesen student airways manual
- ✓ 3 reference manuals
- ✓ 4 weeks full-time class consolidation training with professional instructors
- ✓ Instructor service throughout course for assistance with ground training

The Multi Engine Piston Land Rating

Global Aviation Academy (GAA) Multi Engine Piston Land Rating (MEPL) provides pilots with the theoretical and practical training required for the safe operation of multi engine piston aircraft. The course is available for JAA commercial pilots and private pilots alike, provided they hold a minimum of 70 hours of pilot in command flying experience.



The training course comprises a minimum of 7 hours of ground school, during which the student is introduced to the increased complexity of multi engine piston aircraft especially when compared to single engine training aircraft. Following this, students commence with flight training on our new P2006T state of the art aircraft under the supervision of a Class Rating Instructor. Our flight training syllabus for the MEPL is based on JAR-FCL 1.261 which specifies a minimum requirement of 2 hours 30 minutes dual flight training under normal conditions of multi-engine aeroplane operation, and not less than 3 hours 30 minutes dual flight training in engine failure procedures and asymmetric flight techniques.

The MEP course can typically be completed within a week!

The Commercial Pilot Licence

Building on the high standard of training delivered to our students during the PPL course, Commercial Pilot training trains PPL holders to act as pilot in command of a commercial passenger transport flight operating to the highest level of safety and efficiency.

The CPL course includes a minimum of 25 hours of flight training during which students initially fly one of our Cessna 172 aircraft, practicing exercises already introduced during PPL training with the aim of increasing accuracy. Apart from various general handling manoeuvres, a significant emphasis is placed on VFR navigation. Following this, students are introduced to instrument flying. The CPL course includes a minimum of 10 hours of flying by sole reference to instruments covering various flight manoeuvres and radio navigation tracking.



A minimum of 5 hours of the training course are also required to be flown on a complex aircraft. GAA, utilizes a brand new P2006T aircraft for this purpose. Students are required to complete their MEPL training prior to their CPL training. This more than doubles the exposure to the aircraft type in preparation for the final skill test. Following completion of all training requirements, the student would be presented for the skill test on the P2006T obtaining the CPL and MEPL simultaneously!

The following entry requirements apply to the GAA CPL Course:

- ICAO PPL(A) (Not necessarily issued in accordance with EASA/JAR)
- 150 hours as pilot of aeroplanes
- 70 hours as pilot in command of aeroplanes
- Completed ground and flight training for the MEPL rating
- Night Rating
- Valid ATPL/CPL theoretical knowledge credits acceptable to EASA

Prior to applying for CPL licence issue, the pilot must have logged 200 hours as pilot of aeroplanes including:

- a) 100 hours as pilot in command of aeroplanes
- b) 10 hours of instrument dual instruction time
- c) 20 hours as pilot in command of aeroplanes during cross country flights including a cross-country flight totaling at least 300 nm in the course of which full-stop landings at two aerodromes different from the aerodrome of departure shall be made.

The CPL course can typically be completed in 4-6 weeks.



The Instrument Rating

Regarded by many pilots as the most interesting pilot training course, the instrument rating course trains private and commercial pilots alike to the level of proficiency required to operate in cloud or low visibility conditions. GAA, operates a fully IFR equipped Cessna 172 and P2006T for this purpose.



Training flights are initially flown using the Cessna 172. This is extremely beneficial for students who would have progressed through GAA's suite of courses, since a significant amount of hours of the training courses are flown on this aircraft. Students would therefore be very familiar with the handling of this aircraft, facilitating their transition into instrument flying. From the 55 hours of flight training under instruments (45 hours for CPL holders), a minimum of 15 hours need to be flown on the P2006T twin engine aircraft. These training sessions allow the students to adapt to flying instrument procedures at the higher speed of the P2006T, whilst introducing instrument procedures under asymmetric conditions.

GAA, Instrument Rating is specifically designed to provide students with the highest exposure to a variety of instrument conditions. Students are able to fly a number of routes and approaches at nearby airports such as Munchen, Landshut and Eggenfelden.

Students also gain proficiency flying in Instrument Meteorological Conditions using both the Electronic Flight Instrument System equipped P2006T and the analogue instruments on the C172. Finally, through the use of the P2006T, students are introduced to the operation of modern equipment such as the on board autopilot capable of flying the aircraft during the climb, cruise and approach, as well as the stormscope which is a valuable tool for the avoidance of significant weather.



The following entry requirements apply to the GAA IR Course:

- JAA/EASA PPL(A) or CPL (A)
- Multi Engine Piston Rating
- Night Rating
- Valid ATPL/CPL theoretical knowledge credits acceptable to EASA 50 hours
- cross-country as pilot in command (minimum 10 hours in aeroplanes)

The IR course can typically be completed in 8-12 weeks.



Our Promise

At GAA, we promise you quality flight training at a price you never thought possible. We have eliminated the unnecessary costs allowing us to shift these savings to you. We are confident that we can meet your expectations by offering you:

- Theory and flying training conducted in accordance to the high European Standards
- Highly qualified and experienced instructors
- A well-maintained fleet of five reliable and proven Cessna aircraft, and a brand new P2006T, considered to be the aircraft of choice for flight training.
- All training approved by EASA,
- Examiners in all areas readily available locally,
- Friendly and helpful staff who are passionate about aviation
- Full student support, through one-to-one individual attention and a regular newsletter
- Flight training slots available at any time daily, including weekends and public holidays
- No hidden charges and no hidden costs



Important Information

- i) All theory examination questions are of multiple choice format, and a pass in a subject will be awarded to an applicant achieving at least 75% of the marks allocated to that subject. No negative marking applies.
- ii) An applicant shall be deemed to have successfully completed the theoretical examinations for the PPL or ATPL course when awarded a pass in all modules within a period of 18 months commencing from the first successful examination sitting. A pass in the PPL theoretical knowledge examination will be accepted for the grant of the private pilot licence during the 24 months from the date of the theoretical exam completion. A pass in the ATPL theoretical knowledge examinations shall be accepted for the grant of a CPL and IR during the 36 months from the end of the month when all theoretical exams are completed.

- iii) PPL students can start radio-telephony and flying training before completing all the theoretical examinations, however, before the first solo flight, the student shall obtain a pass in the following modules:

Communications
Air Law
Radio-telephony (RT) Practical
English Language Proficiency Assessment



Before commencing with Navigation solo flying, a student shall obtain a pass in the remaining theoretical exams.

- iv) The ICAO English Proficiency Assessment consists of a short oral exam to demonstrate the candidate's ability to communicate in the English Language. To date all of our students have done well in this assessment.
- v) Flying, Theoretical and Radio-telephony examinations are conducted by examiners authorized by the Civil Aviation Directorate.
- vi) Course duration is subject to students' performance, weather and unforeseen changes in the course syllabus.
- vii) Radio-telephony practical training and flight training are conducted on a one to one basis and slots are scheduled according to the student availability. Full flexibility is therefore assured.



We look forward to having you on board!



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