

# ATP INTEGRATED



## OVERVIEW

ATP Integrated is a complete course designed to train the student pilot from zero up to the ATP frozen and to obtain the CPL/IR/MEP with APS-MCC, Advanced UPRT and ATP Theory Credit. The average duration of the course (theory and flights) is 18 months.

(061) General Navigation, (062) Radio Navigation, (070) Operational Procedures, (081) Principles of Flight, (090) Communications. The duration of the theoretical training is 6 months and commences three times per year, every October, February and June.

## PRE-ENTRY REQUIREMENTS

- EASA Medical Certificate (class 1)
- Successful completion of the Pre-Entry Assessment

## THE THEORETICAL TRAINING

The ATP theoretical knowledge course (ground school) comprises 13 subjects and includes approximately 800 hrs of classroom training; interactive video training, homework assignments, progress tests and sample exams. The theoretical training comprises of a full-time residential Ground School, on weekdays, 8 hours per day. After the successful completion of the theoretical training, the student may participate in official examinations. During the theoretical training, the student will be taught the following subjects: (010) Air Law, (021) Aircraft General Knowledge, (022) Instruments & Electronics, (031) Flight Performance and Planning - Mass and Balance, (032) Performance, (033) Flight Planning & Monitoring, (040) Human Performance & Limitations, (050) Meteorology,

## THE FLIGHT TRAINING

The flight training comprises six training phases, including at least 231 hrs without the examination flights. Of those 135 are conducted on single engine piston airplanes (SEP), 11 hrs on multi engine piston airplanes (MEP) and 85 hrs on FNPT II flight simulators, including 40 hrs on an FNPT II MCC flight simulator for the Enhanced MCC (APS-MCC). At the end of the flight training, the student pilot will have completed at least 72 PIC and 145 IFR hrs. During the first three phases, the student will complete visual flight rules (VFR) training and be trained in SEP aircraft. During phase four the student will complete the instrument flight rules (IFR) and MEP training. During phase five, the student will complete the advanced UPRT training. During phase six, the student will complete the APS-MCC training, in order to become proficient at operating multi pilot multi engine airplanes under IFR. The duration of the flight training is approximately 12 months and commences after the completion of the theoretical training program.

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## COST ANALYSIS OF THE COURSE

Type of Service	Aircraft & FNPT	Flight hrs (Minimum)	Duration (Average)	Installment Payment Plan (for minimum hrs)
ATP Theoretical Training Includes Theoretical Training Material (Tablet & CBT) & Pilot Bag (Pilot Supplies & Headset)				→ € 15,000 will be paid before enrollment
Flight Training – Phase 1		15 hrs		→ € 19,000 will be paid 9 months after enrollment
Flight Training – Phase 2	SEP	25 hrs		
Flight Training – Phase 3		40 hrs		
Flight Training – Phase 4	FNPT II	45 hrs		→ € 19,000 will be paid 12 months after enrollment
	SEP	51 hrs		
	MEP	11 hrs		
Flight Training – Phase 5	SEP	4 hrs		→ € 9,000 will be paid 15 months after enrollment
Flight Training – Phase 6	FNPT II-MCC	40hrs		
Final Examination				
		<b>231 hrs</b>	<b>75 weeks</b>	<b>€ 62,000</b>

\* Medical examination cost for EASA Class 1 Medical and uniform cost are not included in the above offer.

\*\* CAA Examination fees (theoretical and license issuance) are not included in the above offer.

\*\*\* Optional SE/IR Skill tests are not included in the above offer.

\*\*\*\* Optional hard-copy Bristol manual/books are not included in the above offer.

\*\*\*\*\* Pre-entry assessment test costs €300, payable prior to the test and is not included in the above offer.

## TESTIMONIAL

**Barkas Charalambos // ATP Integrated**

Charalambos is currently employed as a First Officer flying the Airbus A320, and he quotes: “For me the experience that I had with Global Aviation was something beyond my expectations. The professionalism and at the same time the personal relationship that I had not only with the flight instructor team but also with the administration was the key to a creative and productive training period. I am privileged that I have been trained by the best Pilot Academy in Greece and I would like to thank you all for your constant support and quality of training that you have offered me during my student life.”

