

Get Your frozen Airline Transport Pilot License (ATPL) and a Bachelor of Mechanical Engineer University Degree in One Single Course

Airline Transport Pilot Training with bachelor mechanical Engineer university Degree

Why choosing us?

Our Bachelor Degree allows you to achieve a university degree and a “frozen” ATPL, in just 3,5 years. After you graduate, you’ll be able to apply for First Officer roles with commercial airlines.

Commercial aviation is a rapidly changing and developing area due to the great technological, regulatory and economic changes that are taking place. The Airline transport Pilot and Mechanical Engineer Degree is a perfect combination that makes you a more valuable professional in this market. Moreover, if your pilot career is struggling or you have a medical issue in the future, you will still have a mechanical engineer diploma in your hand!

Multifly have 2 base aerodrome. LHOY location is a wonderful area in a perfect harmony with our flight school and the nature. Comfortable shared rooms and bungalows are available. Next to the student and staff accommodation we have even our local restaurant in the main building. Students can have breakfast or lunch every day at the airport restaurant.

Second base of Multifly, LHPP is an International airport with all the equipment and services what is required for the advanced trainings, also the base of the simulator for Instrument rating course.

Training program Highlights and Benefits

- Duration 7 semester
- Full English course
- 223 total flight hours and 55 hours simulator
- 196 hours theory ground school instruction and unlimited e-learning access till the end of training
- Our Instructors are active/ex Airline and commercial pilots with 1000s of hours experience.
- ME and CPL training is provided with Transport Category Equivalent Performance Aircraft
- Multi Crew Cooperation (MCC) course is included with A320 or B737 familiarisation and also JOT (Jet Orientation Training)
- 2 proficiency in 1 course

No hidden cost, included items

- All PPL(A) and ATPL(A) Civil Aviation Authority examination fees
- EASA Flight skill tests aircraft rental and examiner fees (PPL, CPL, IR(PBN), ME)
- All landing fees
- IPAD with all Study/Training Material and e-learning access
- Pilot Uniform
- Accommodation at the airport on practical training days
- Transportation between airport and University

1. AVIATION ENGLISH MODULE (SEMESTER 1)

In 2008, ICAO introduced the Language Proficiency Requirements to improve aviation safety; they aim to ensure that all pilots and air traffic controllers working in an international environment are able to communicate clearly in English. In reality though, the burden of responsibility has fallen on English as a Second Language (ESL) speakers.

Theory Hours	Flight hours
32	0

2. PRIVATE PILOT LICENSE (AEROPLANE) TRAINING MODULE (SEMESTER 1-2)

The Private Pilot Training Module (PPL) serves as the foundation for the pilot career and might be extended further with additional ratings or other kinds of licenses. During this training pilots are getting introduction to the everyday operation of an aircraft as a pilot-in-command.

In order to facilitate the orderly growth of general aviation, Multifly ATO is adopting the latest regulatory procedures for all trainings and student handling. For the EASA Private Pilot License (Aeroplane) training module the following pre-requisites are applicable:

The training is divided into 4 major phases where the cadets gain experience in different areas of operation. During the training cadets have to perform solo flights with the help of the supervising instructor from the ground while the student pilots are flying the aircrafts alone with a supervising instructor on the ground. At the end of each training phase student pilots have to pass a progress test with a senior flight instructor on-board to prove that they have mastered the required skills to continue the training.

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TRAINING PARTS	Flight hours with INSTRUCTOR	Solo flight hours under supervision	Ground-school theory lessons	Briefing / Debriefing
AREAL-WORK	10 hours	N/A		
TRAFFIC CIRCUITS	11 hours	5 hours		
NAVIGATION	10 hours	5 hours		
ADVANCED FLYING	4 hours	N/A		
SUB-TOTAL	35 hours	10 hours	126 hours	25 hours
TOTAL FLIGHT-TIME	45 hours			

Theory Hours	Flight hours
151	45

3. NIGHT RATING MODULE (SEMESTER 2)

The aim of the Night Rating course is to enable the student pilots to operate beyond the civil twilight and carry out flights at night under visual flight rules.

The EASA Night Rating course consists of 5 hours of flight instruction, comprising: 4 hours 30 minutes dual instruction and min 30 minutes supervised solo flight time.

Theory Hours	Flight hours
3	5

4. TIME BUILDING MODULE (SEMESTER 2 – 6)

To get a Commercial Pilot licence student pilots the completion of different training modules are mandatory, but to satisfy all the requirements additional pilot in command flight time must be gained. The training program includes 120 pilot in command time letting to student skills to develop to a higher level. For this purpose Safety pilot is provided to make the improvement more sufficient!

Theory Hours	Flight hours
5	111

5. Arline Transport Pilot licence theoretical MODULE (SEMESTER 3-5)

There are 15 subjects to pass at EASA level. Each stage is comprised of approximately 3 months of Distance Learning (average study time 15 hours per week), accompanied with web based training. Students needs to complete below hours on each subject and also needs to pass all subjects with minimum % 75 at progress tests. Air Law: 52 h Performances & Flight Planning: 102 h Aircraft General Knowledge: 151 h Operational Procedures: 58 h Principles of Flight: 50 h Human Factors: 57 h Navigation 103: h Communications: 14 h Meteorology: 63 h The training programme consists of 650 hours to be developed within a maximum period of 18 months.

The training takes approximately 8 months, the duration highly depends on your ability to master the material and pass exams as the course consists of self-studies as well as classroom time. You will do 14 subject theory course under EASA standards and will need to pass 14 exams at CAA, respectively, in order to pass the course.

Theory Hours	Flight hours
650	0

6. Single-Engine Instrument rating module MODULE (SEMESTER 6)

During the Single-Engine Instrument Rating training course students learn how to operate under Instrument Flight Rules (IFR) using only the on-board equipment for orientation and navigation. By completing this training course, students gain all the necessary knowledge for further progression in their aviation career.

During the Single-Engine Instrument Rating training course students fly 50 hours of dual flight instruction. There is no solo exercise prescribed.

Student needs to complete: 35 Hours FNPT-II simulator and 15 Hours Instrument Rating Certified Aircraft

Flying in the simulator gives the ability to the instructor to freeze the flight at any phase and explain different situations in details. The simulator also capable to visualize different flying conditions and emergencies as well.

Completing the training in a real aircraft provides hands on experience under real-life conditions.

<u>Theory Hours</u>	<u>Flight hours</u>
15	50

7. Multi Engine Piston Class Rating MODULE (SEMESTER 6)

The MEP (land) class rating will allow you fly land multi-engine piston aircraft and act as pilot in command (PIC) of a certified single-pilot multi-engine aircraft.

The MEP Class Rating flight training contains a total of: 6 hours of flight training in a MEP class of aircraft which includes 2 hours 30 minutes of dual instruction under normal conditions, and 3 hours 30 minutes of dual instruction in engine failure procedures and asymmetric flight techniques 1 hour License Skill Test (LST) in a MEP class of aircraft

<u>Theory Hours</u>	<u>Flight hours</u>
6	7

8. Multi Engine Instrument Rating Upgrade MODULE (SEMESTER 6)

The aim of the MEIR course is to provide the Pilot with the skills necessary to safely fly a multi-engine aircraft under IFR in a single pilot operating environment.

<u>Theory Hours</u>	<u>Flight hours</u>
6	6

9. Commercial Pilot Licence on aeroplane MODULE (SEMESTER 6)

The aim of the CPL (A) modular course is to train PPL (A) holders to the level of proficiency necessary for the issue of a CPL (A), to that end they will demonstrate the ability to operate to public transport standards in accordance with EU OPS1 and subsequent regulations.

<u>Theory Hours</u>	<u>Flight hours</u>
5	16

10. Multi-Crew Cooperation with Jet-orientation course MODULE (SEMESTER 6)

One of the most important parts of becoming a successful and reliable pilot is your knowledge of everything that surrounds you in the cockpit. Being able to act and react to a situation is fundamental in your flying ability. Multifly has created a Multi-Crew Coordination (MCC) course that will help you perfect your leadership, decision-making and teamwork abilities in the cockpit. The course will work through a number of aspects of cockpit management. You will have 25 hours of theory in our ground school and 20 hours of practical sessions in Boeing 737 or Airbus A320 simulator.

<u>Theory Hours</u>	<u>Simulator hours</u>
25	20

11. ATPL summary and Interview preparation MODULE (SEMESTER 7)

The Airline Interview is one of the most challenging events in the career of a pilot. Convincing HR Managers and Aviation Professions that you will be an asset to the operation is very stressful as they hold the keys to your dreamjob. We provide applicants the insight and confidence to deliver their best.

Our ATPL summary and Interview Preparation Module are line-qualified pilots for major airlines with backgrounds from both regional and military flying. Instead of rehearsing canned answers, we will help leverage personal experiences to demonstrate professionalism, customer service and positive attitude.

<u>Theory Hours</u>	<u>Flight hours</u>
30	-

List of training aircraft

	Aircraft Model	Aircraft Type Designator	Class/Type	Registration
1	Reims Cessna F150L	C150	SEP	HA-BEI
2	Reims Cessna FRA150L	C150	SEP	HA-BEK
3	Cessna F150 H	C150	SEP	HA-BGS
4	Reims Cessna F150G	C150	SEP	HA-BHF
5	Cessna 150 H	C150	SEP	HA-ERC
6	Cessna 150 M	C150	SEP	HA-SKF
7	Cessna 150 F	C150	SEP	HA-VEW
8	Cessna 152	C152	SEP	HA-WAY
9	Cessna F152	C152	SEP	HA-BOD
10	Reims Cessna FRA150L	C150	SEP	HA-BHW
11	Cessna 172 N	C172	SEP	HA-CKU
12	Daher Soccata TB9	TAMP	SEP	HA-BHT
13	Mooney M20 C	M20C	SEP	HA-YCT
14	Cessna C310 Q	C310	MEP	HA-EAB
15	Cessna C310 Q	C310	MEP	HA-BNL
16	Cessna C310 K	C310	MEP	HA-OTN
	Mechtronix Generic Single Engine Piston (land)	FNPT II	SEP	HU.FSTD.0019

Entry requirements

The 0-ATPL(A) course entry requirements are as follows:

- to be at least 16 years old
You need to be at least 16 years old (PPL license can be issued at the age of 17 years and CPL license can be issued at the age of 18 years).
- to be Class 1 Medical holder
Applicants need to be physically fit for commercial flying (capable of holding a Pilot Medical Certificate Class 1). To mitigate the risk of a medical issue, Multifly suggest to have the Medical class 1 before arrival.
- to be proficient in the English language
During the PPL(A) training, you will obtain ICAO English Language Proficiency training and check minimum level 4 and during IR(A) training link, you will extend the privileges of ICAO English Language Proficiency check to IFR.
- to have sufficient knowledge of Mathematics and Physics
You must be able to make some basic mental calculation and have a minimum of knowledge in Mathematics and Physics, no degree or scholarship are needed but an evaluation will be done by the Academy.