



Pilotenausbildung – Angebot IFR
FTOnline Aviation Training GmbH

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Instrument Rating (A)

The aim of the course	The aim of the IR(A) modular flying training course is to train pilots to the level of proficiency necessary to operate aeroplanes under IFR and in IMC in accordance with ICAO PANS-OPS Document 8168.
Pre-entry requirements	<p>An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A), either license to include the privileges to fly by night, issued in accordance with ICAO Annex 1 and shall have completed at least 50 hours cross-country flight time as pilot-in-command in aeroplanes or helicopters of which at least 10 hours shall be in aeroplanes.</p> <p>The applicant for a multi-engine IR(A) course who has not held a multi-engine aeroplane class or type rating must have received the multi-engine training prior to commencing the flight training.</p> <p>An applicant for an IR(A) or validation shall have demonstrated the ability to use the English language.</p>
Credits for previous experience	To be obtained from the Authority before training begins.
Time scale	The course of theoretical instruction shall be completed within 18 months. The flight instruction and the skill test shall be completed within the period of validity of the pass in the theoretical examinations.
Training Syllabi	<p>Theoretical</p> <p>The IR(A) theoretical knowledge distance course comprises of 200 hours (1 hour = 60 minutes instruction) of instruction and is divided into Distance Training and Attendance Training.</p> <p>The IR(A) Distance Learning Modules can be started anytime. Before starting with the appropriate Attendance Module, the equivalent Distance Training Module has to be completed and the appropriate Progress Checks have to be passed with at least 75%. The Progress Check comprises of at least 30 questions for each Learning Topic.</p> <p>After successful completion of all Distance and Attendance modules the Stage Check (End of Course Test) has to be passed. The minimum pass mark for the End of Course Stage Check will be 75%. Minimum Attendance, Progress, is 90%.</p> <p>If this requirements have been met, the applicant can attend the theoretical knowledge examination.</p> <p>The Head of Training may increase the amount of attendance training debited on Distance Training. However, the breakdown of distance plus attendance training will serve as guideline for the theoretical training.</p>

	<p>Flying</p> <p>The single-engine IR(A) course comprises 50 hours instrument time under instruction of which up to 35 hours are instrument ground time in a FNPT II.</p> <p>The multi-engine IR(A) course comprises 55 hours instrument time under instruction of which 40 hours may be instrument ground time in a FNPT II. At least 15 hours will be in multiengine aeroplanes.</p>
Contact Times (for Distance Training)	The student can contact the appropriate Tele Instructor anytime within the FTOnline Training Portal, using either the mail system, the Forum or the Chat.
Course Completion	<p>Theoretical</p> <p>The course is completed when the student has a progress of at least 90% on the Distance Training Phase and 90% on the Attendance Training Phase and all Progress Checks incl. the Stage Check have been completed with at least 75%.</p> <p>Flying</p> <p>The course is completed when the student has passed and completed all sessions and all progress checks incl. the Stage Check.</p>
Crediting of theoretical knowledge requirements	<p>An applicant for an IR(A) having passed the relevant theoretical examinations for a CPL(A) is credited towards the theoretical knowledge requirements in the following subjects:</p> <ul style="list-style-type: none"> - Human Performance and Limitations - Meteorology.

Note: Special attention must be given to the weather situation during the flight training. Therefore it might be necessary to change contents of the appropriate lessons or the whole lesson or combine lessons. Nevertheless, the flight instructor is responsible that all items laid down in this syllabus are performed. All changes should be carried out under the supervision of the CFI.

Angebot

Instrumentenflugausbildung

über Bussard

Phase IFR(SE)			
Artikel	Anzahl	Einzelkosten	Gesamtkosten
Theorieausbildung inkl. eBooks			€ 2.500,00 EUR
Praxisunterlagen			€ 250,00 EUR
Praxis FNPT II(SE)*	35 Std.	€ 90,00 EUR	€ 3.150,00 EUR
FI FNPT II(SE)*	35 Std.	€ 66,00 EUR	€ 2.310,00 EUR
Praxis inkl. FI DA40*	13 Std.	€ 231,00 EUR	€ 3.003,00 EUR
FI DA40	15 Std.	€ 66,00 EUR	€ 990,00 EUR
Summe			€ 12.203,00 EUR

Das Angebot versteht sich inklusive aller gesetzlichen Steuern exkl. Anflug-, Lande- und Austro Control Gebühren

* bei den FI Praxisgebühren wird sogenannte "Blockzeit" verrechnet.

Die Bezahlung erfolgt laut Zahlungsplan, die Schlussabrechnung der konsumierten Leistungen erfolgt aufgrund der tatsächlichen Werte.

Stand: 01.06.08