



since 1990



Our airplanes are over 30 years on the Czech and European sky

CZ/ATO-002

**BASIC INFORMATIONS AND OFFER
FOR TRAINING**

**PPL(A), NIGHT
IR(A)/SE
CPL(A) etc.**

Actual price lists valid for the 2024 will be sended on the request.

Flight school BEMOAIR LTD.

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CZECH REPUBLIC

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In the Benešov airport

May 2024

About our company and basic information about training :

- **Flight School BEMOAIR s.r.o. is approved as CZ/ATO-002 and we are able to provide following kinds of practical training - all on the aeroplanes - in accordance with EASA:**

| | | |
|------------------|--|---|
| ✓ ATP(A) | Airline Transport Pilot | integrated flight training course |
| ✓ CPL(A) | Commercial Pilot Licence | modular flight training |
| ✓ IR(A) | Instrument Rating | modular flight training SE/ME |
| ✓ PPL(A) | Private Pilot Licence | theoretical knowledge and flight training |
| ✓ LAPL(A) | Light Aircraft Pilot Licence | theoretical knowledge and flight training |
| ✓ NIGHT(A) | Night rating | theoretical knowledge and flight training |
| ✓ MEP (A) | Multi-engine Piston aeroplanes | theoretical knowledge and flight training |
| ✓ ACR | Aerobatic rating | theoretical knowledge and flight training |
| ✓ TOWING-S/BAN | Aerotowing sailplanes and banner towing rating | theoretical knowledge and flight training |
| ✓ EIR | En Route Instrument rating | theoretical knowledge and flight training |
| ✓ FI(A) | Flight Instructor | theoretical knowledge and flight training |
| ✓ CRI(SPA) | Class Rating Instructor | |
| | Single-pilot airplanes | theoretical knowledge and flight training |
| ✓ IRI(A) | Instrument Rating Instructor | theoretical knowledge and flight training |
| ✓ TEST FLIGHT(A) | Rating for Test flights | theoretical knowledge and flight training |
| ✓ UPRT-Advanced | Upset prevention and recovery | theoretical knowledge and flight training |

- **Modular trainings or separately theory courses - in accordance with EASA:**

| | | |
|-----------------|------------------------------|---------------------------------------|
| ✓ CPL(A) | Commercial Pilot Licence | modular theoretical knowledge 250 hrs |
| ✓ IR(A) | Instrument Rating | modular theoretical knowledge 150 hrs |
| ✓ PPL(A) | Private Pilot Licence | modular theoretical knowledge 100 hrs |
| ✓ LAPL(A) | Light Aircraft Pilot Licence | modular theoretical knowledge 100 hrs |
| ✓ EIR | En Route Instrument rating | modular theoretical knowledge 80 hrs |
| ✓ English IR(A) | English course for IR rating | modular theoretical knowledge 80 hrs |

- **Another approved theory course – in accordance with EASA/ICAO**

| | | |
|----------------|-------------------------|---|
| ✓ English VFR | English for aviator VFR | theory and prepare for VFR pilots |
| ✓ ICAO English | ICAO exam proficiency | exam for first or revalidate ICAO English |

- **Another practical training for additional qualification – NOT EASA/ICAO**

| | | |
|-----------------------------|---|---|
| ✓ Flying in formation | - | pilot will be able to fly safe in formation of 2-4 airplanes |
| ✓ Precision navigation | - | pilot will be able to fly safe on air-rallye and cross-country / navigation competitions |
| ✓ Landing out off airfields | - | pilot will be able to land safely on area in terrain, out of approved airports/airfields (with STOL aircraft) |

Copy of the Certificates CZ/ATO-002 will be sende on the request.

1. **Theory:**

Theory courses for training PPL(A), CPL(A), IR(A) and another modular training is provided in classroom on airfield Benešov or Brno. Theory for ATP(A) integrated we provide in cooperation with Czech Technical University in Prague. Theoretical knowledge for other qualifications (NIGHT, MEP, TOWING, AEROBATICS, UPRT e.t.c.) is provided before start of every specific practical training, including ground preparations.

2. **Licensing:**

Participants in basic course PPL(A) will be using student card for practical training and identification card for entry and moving on airfield Benešov or airport Brno. For the beginning of the course PPL(A) (or LAPL), any medical certificate is needed. But student has to obtain it before first solo. It is recommended to get medical certificate before you start practical training. Minimum medical certificate for PPL(A) is class 2, in accordance to Part-MEDICAL.

Pilots in another course (CPL, IR(A), MEP) must have a valid pilot licence - minimum PPL(A) and type rating for airplanes which are used for training. Pilots must have accomplished conditions for start of specific training due to EASA requirements Part-FCL and must have a valid medical certificate in accordance to EASA Part-MEDICAL.

CAA in the Czech Republic is able to issue only PPL(A) for foreign citizens. This type of licence can contain qualification: NIGHT, MEP and IR(A)/SE or ME. For CPL(A) will be issued only certificate about passed training in accordance to EASA regulation. That certificate will stand for non/EASA CAA as a confirming document about training and for exam CPL(A) in your country.

3. **Files and records:**

Each participant has personal folder with personal data, files and records about theoretical and practical training, ground preparation, flight time and notes and comments of instructors about every part of syllabus. Every student in basic training PPL(A) and every pilot in another kind of training has to record flight to logbook in accordance to EASA Part-FCL.

4. **Instructors:**

All of our instructors are very experienced pilots with thousands of flown hours on all types of airplanes used for training. In the first place is high quality flight training and safety. Each student/pilot will have his/her own instructor for the training. Communication with instructor and with Air Traffic Control will be in English. Our instructors have English ICAO Level 4 or higher. For theory learning in English we have tutors who have state exam in English and with experiences in aviation.

In our Flight school are examiners too, for renew and exam SEP/MEP qualifications.

5. **Airplanes:**

All of our airplanes used in Flight school BEMOAIR fulfil requirements of EASA for training airplanes. All of these are in category for aerial works.

○ ***We use these types of airplanes for specific training :***

For PPL(A) usually Cessna C150/C152/C172 or Zlin Z142/Z43 or Grob G115A

For LAPL(A) usually Cessna C150/C152 or Grob G115A

For NIGHT qualification: usually Cessna C150/C152/C172/C177RG/C182

For IR(A) qualification: SE - Cessna C172/C177RG/C182, ME – Let L200A/D

For CPL(A): Usually Cessna C150/C152/C172/C182 and L40 or L200

For UPRT Advanced : Cessna C152 and ZLIN Z142 Aerobatics

○ ***Our complete fleet is:***

6x CESSNA: 1x C150, 1x C152, 2x C172, 1x C182, 1x C177RG

4x LET: 2x L-200A (ME), 1x L-200A (ME/IR), 1x L-40 (SE)

4x ZLÍN: 1x Z-43, 2x Zlin Z-142, 1x Z-142A (aerobatics)

1x MAULE: M5-210c (category STOL, for TOW/S TOW/BAN)

1x GROB: G-115A

1x CIRRUS SR-20

2x PIPER PA46-350T Mirage and PIPER PA34-200T Seneca

6. **Simulators:**

Flight school BEMOAIR is not owner of the flight simulator, but we have contract for using FNPT-II within Czech Airlines Training Centre (ATR 42/72, Boeing 737) and another FNPT-II within company Fly For Fun (full motion type ULT-28). Both simulators are in Prague and we have approval from CAA to use them. In PPL(A) training is possible to take 5 hours on the simulator, in CPL(A) also 5 hours, for IR(A)/SE 30 hours and for IR(A)/ME 35 hours. Next simulator for Moravia students is located on airfield Kunovice and there is FNPT II for Piper PA46 Meridian.

7. **Maintenance:**

Maintenance for all of our aircrafts is done by our maintenance center approved in EASA Part CAO as CZ.CAO.0043. By this we are able to make all revisions and schedule maintenance directly inside our company.

8. **Setup of the training:**

Training will be provided on airfield Benešov (LKBE) or on airport Brno Tuřany (LKTB / BRQ). For IR(A) training is only used LKTB, where we have branch over 20 years. This airport is international with ATC service and it is all season operated.

If there will be 4 students in a course, we are able to provide for each student own instructor and airplane. But normally it is about 2 students for one instructor and they are changing during training for flexible and well-spent training time.

For CPL(A) and qualification IR and MEP we have another instructors and another airplanes. Training IR(A) can be provided also on airfield Benešov, but with longer time for start of IR exercise (pilot must fly to start IFR point). On the airport Brno is all time of IR(A) training as IFR.

On both airfields we have own offices, class rooms for 10-15 students and rooms for pre-flight preparation and debriefing. Classrooms are equipped by audiovisual and learning utility and Jeppesen charts and aids. All students have free Wi-Fi connection on the internet. AIP is reachable printed or electronically.. We have a special PC-software where there is an evidence and log about practical training of each student. Each participant have his/her own account.

9. **Schedule and timeline for training:**

Training will be made individually for each student. Our flight school operates all year seven days in week, including holidays.

In basic course students can fly maximum 4 hours in one day. Training time including preparations and debriefing may be max. 8 hours. In next training courses is pilot limited only by 8 hours flight time by day or night..

- Training PPL(A) can be provided 1-3 months,

Time spent in all kinds of the trainings also depend on the weather.

The best time for start is: winter for theory and spring for flying.

10. **Syllabus for practical training:** *(we will send it on request)*

All training syllabus / manuals are approved by CAA in accordance with EASA requirements, specific within Part-FCL

11. **Minimum requirements for the training and issue licence/qualification:**

To every kind of training must be completed some requirements :

- **PPL(A)** - no experiences with flying, minimum age 15 years old for start, minimum age 16 years old for the first solo, minimum age 17 years old for exam and issuing PPL(A). For the first solo medical certificate 2. class is required
Theory for PPL(A) totally 100 hours, 50 % before the practical training.
- **NIGHT** - licence PPL(A), not limited by air raid flight hours, medical certificate 2. class with addition test to color perception
Theory for NIGHT totally 3 hours, 100 % before the practical training.

- **IR(A)** - applicant must have minimum 50 hours as PIC on airplanes in condition VFR / crosscountry. Minimum age is 18 years old, medical certificate is needed minimum 2. class, but with extension of audiocheck and color perception check. Pilot has to hold NIGHT qualification before starting of IR. Theory for IR(A) modular - totally 150 hours, 50 % before the practical training. (70 % from total theory is self study – in the distance course).
- **CPL(A)** - pilot has to have medical certificate 1. class, CPL training can be start in 150 hours total and commercial pilot licence can be issued after 200 hours total and from this 100 hours as pilot in command. Pilot has to have crosscountry minimum 540 km (300 NM). The syllabus of CPL does not contain this crosscountry mileage. Minimum age is 18 years old. Pilot has to hold NIGHT qualification or IR(A) before start CPL, or there is a possibility to take NIGHT as part of CPL training. Theory for modular CPL(A) totally 150 hours, 50 % before the practical training. (70 % from total theory is self study.)

12. Price calculation:

Prices of all our trainings are calculated for basic and minimum count of the flight hours in accordance to training manual and prescription by EASA. Price for practical training over this minimum flight hours is charged in accordance with actual pricelist, issued in day of flight. Prices for theory are fixed.

In case of more participants in one course can be given discount from price of the theory. Usually -5 % for 2-3 participants, -10 % for 4-5 participants.

Payment is possible in EUR in the current exchange rate (1 EUR is approx. 25 CZK)

13. Accommodation and boarding:

Practical training is usually very intensive and students will spend lot of time on the airfield. So that is convenient to book accommodation in Pilot club on airfield Benešov. Accommodation is half board (incl. breakfast) and it is possible to switch to full board. Close to airfield is more hotels with different comfort and different prices. In Brno there is accommodation only in hotels out of airport area. Boarding on airport Brno is possible in local restaurant, daily menu costs approximately 150 CZK /person /food. Or you can eat in fast food inside airport area.

In Benešov 1.5.2024

Vítězslav Nováček
director of the Flight school BEMOAIR L.t.d.
and Head Trainer of the CZ/ATO-002