

### Goal of the course

Goal of this modular course CPL(A) is to train pilots on the level of expertise necessary for license issue CPL(A).

Subject to any other conditions specified in JARs, the privileges of the holder of a CPL (A) are:

1. Use rights of the PPL(A) holder
2. Perform the function of the pilot in command or 2nd pilot of any aircraft which is not used in commercial air transport
3. Perform the function of the pilot in command for any single-pilot aircraft used in commercial air transport
4. Perform the function of the 2nd pilot in commercial air transport

### Entry requirements

- The applicant has to have valid medical certificate of the 1st class
- Minimal age of the applicant musn't be less than 18 years
- Minimal age of the applicant to get CPL(A) license musn't be less than 18 years
- Before beginning of the training applicant must be holder of PPL(A) and his total amount of flight hours must be at least 150 flight hours

### Training program

After fulfillment of all entry requirements it is possible to begin with the training course which is composed of theoretical teaching and practical training.

Training syllabus were set at 200 hours or it may be included in ATPL theoretical course in period of 650 hours or short ATPL course in period of 450 hours just in the event that you already hold qualification of instrument flying.

Practical part of flying includes 25 flight hours. 20 of these flight hours take place on plane type Zlín Z-142, Z-326 (legendary „Trainer“) or on the plane type Piper PA 38 Tomahawk, or on the

plane type L-40 Metasokol. Another 5 hours of the training take place on the plane type L-200 Morava or L-40 Metasokol, on which learner will be tested to get CPL(A) qualification. For IR(A) holder the training syllabus is shortened to 15 flight hours.

### Exams

Theoretical examination may be taken during practical training. Examinations take place in Civil Aviation Authority (ÚCL) in Prague. Each test must be performed with a success rate of at least 75 percent.

Practical part may be taken after successful composition of theoretical examination. Practical part is composed of piloting technique and navigation flight (usually to Praha-Ruzyně). Before the examination, learner must have 200 flight hours thereof 100 flight hours as the pilot in command and including 20 hours of overflights as a pilot in command and must hold qualification for night flying (NIGHT).

### Credits from previous experience

The applicant had to fly as a pilot with certificate of airworthiness which was issued and approved by JAA at least 200 flight hours.

From these 200 hours may be:

- 10 hours of device before-flight preparation
- 30 hours performing as pilot in command holding PPL(H) license
- 100 hours of these 200 hours may be flown on helicopters as pilot in command holding CPL(H) qualification
- 30 hours performing as pilot in command on tourist motor glider planes or just glider planes
- For IR(A) holders the modul training syllabus is shortened to 15 flight hours

### Price

Price of CPL (A) training
by type of plane
25 hours

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Type 1, 20 hours

Z 142

Z 326 M

Type 2, 5 hours

L 40

L 40

L 40

L 200

Theoretical preparation

FREE OF  
CHARGE

FREE OF
CHARGE

FREE OF
CHARGE

FREE OF
CHARGE

Landing fees in LKZB
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FREE OF
CHARGE

FREE OF
CHARGE

FREE OF
CHARGE

FREE OF
CHARGE

Price /1 fl. hour without VAT Type 1
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3 567,- CZK
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3 233,- CZK
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Price /1 fl. hour without VAT Type 2

Instructor fee

Price of the training without VAT

92 435,- CZK

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**Final price of the training including VAT 20%**

119 010,- CZK

110 922,- CZK

110 922,- CZK

**Foreign airport landing fees are not included.**

**Planes type 1 and type 2 may be combined, but the final price differs by the price of flight hour rate by the type of the plane.**

### **Terms of payment**

We don't demand the whole sum beforehand, however, before any flight or flight day, leader should pay down payment which will be needed for the flight or flight day.

Payment are received in cash or by bank transfer. Training is possible to bill for other aeroclubs and other operators, who order trainings in our flight school.