

CERTIFIED FLYERS II
Course Guide
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Introduction

Certified Flyers II provides the highest quality of flight instruction in the state of New Jersey. Our highly trained and proficient flight instructors are available to train Private Pilot through Airline Transport Pilot in the Cirrus, Cessna, Piper and Diamond Twinstar aircraft. As your local Cirrus Training Center we are committed to introducing the latest and greatest that general aviation has to offer. Our instructors are **internally trained to Cirrus Standardized Instructor Pilots (CSIP) standards** to assure that they are thoroughly familiar with your aircraft and understand the importance of your transition training. We have sent over 50 pilots to the **Regional Airlines** in the last 6 years.

Certified Flyers provides training in both conventionally equipped aircraft (Cessna and Piper) as well as technically advanced aircraft (Cessna, Cirrus, and Diamond Twinstar). TAA aircraft is a culmination of the newest technology to hit the aviation market. TAA replaces the traditional gauges of the cockpit with an all-digital LCD display. This revolutionary technology will be the industry's standard in the near future.

Description

Scheduling of training activities can be accomplished by contacting a Certified Flyers II Dispatcher or on the internet through setting up a free account on Flightschedulepro.com. It is suggested that students reserve an average of three activities with their respective instructors so as to maintain their proficiency.

No matter what certification the client pursues, our flight instructors will try to illustrate the course content in realistic series of flying scenarios. To help achieve this, Certified Flyers II has developed an online tutorial, known as VirtualPOH.com. This online tutorial replaces the tedious textbook work with a step-by-step “how-to” instructional guide.

Training is conducted in various settings depending on the status of your training. The majority of training is conducted in our Aircraft, ranging from the industry's standard Cessna 172 SP to the latest in aviation technology, the Cirrus SR22 GTS and Diamond DA-42 Twinstar. To accommodate instrument training, Certified Flyers utilizes a FRASCA 131 Flight Training Device. This zero visibility trainer is ideal for those who wish to pursue any form of instrument training, while lowering costs.

Why should I choose Certified Flyers and not some other school which may offer competitive prices?

True, there are other schools that may seem to be less expensive for your pocket, but as the saying goes, "you get what you paid for." Certified Flyers is committed to not only provide you a top-notch aviation education, but to provide you with the safest atmosphere by which to deliver that education to you. Our fleet is one of the newest in the state of New Jersey. The vast majority of our aircraft are manufactured after 2000, which in aviation is still very young. There is a plethora of flight schools that fly utilize aircraft that have been manufactured as late as the 1970's. These aircraft, while still airworthy, require a heightened degree of mechanical attention. Therefore, even though those aircraft may operate at a lower cost, they will be frequently unavailable for use.

Technologically Advanced Aircraft vs Standard Equipment

The FAA defines a Technologically Advanced Aircraft (TAA) as one equipped with a moving-map display, an IFR-approved GPS Navigator, and an autopilot. Certified Flyers takes this definition to the next level by utilizing fully integrated LCD cockpit displays, otherwise known as "Glass Cockpits."

The way of the future is for all of the newly manufactured General Aviation aircraft to be equipped with Glass Cockpits as the standard. These new aircraft will no longer be using traditional gauges as primary flight instruments, but will be standby instruments to the Glass Cockpit.

Flight Courses

- Private Pilot SEL/MEL
- Commercial Pilot SEL/MEL (Initial or Add-On)
- Airline Transport Pilot SEL/MEL
- Certified Flight Instructor A/I/MEI
- Instrument Rating
- High-Performance Endorsement
- Technologically Advanced Aircraft Instruction (can be incorporated into the ratings and certificates listed above)
- Avidyne and G1000 training
- Personal Renting of Aircraft

All students will be required to provide one form of U.S. Citizenship documentation (ie passport or birth certificate). Those students who are not citizens of the US will need to file additional forms through the TSA.

It is the policy of Certified Flyers II to require a major credit card to be kept on file.

Private Pilot Training Outline

The Private Pilot Certificate is the first step into the world of aviation. Upon successful completion of the training, the pilot will earn a private pilot certificate and can fly in VFR (visual flight rules). One can achieve their Private Pilot Certificate by way of using either a Standard Equipment C172SP or a Technically Advanced C172 NAVIII

Initial Private Pilot Certificate (Standard Equipment C172SP Single-Engine Land):

- 25 Hrs Dual 2005 Cessna 172SP
- 15 Hrs Solo 2005 Cessna 172SP
- Private Written (Paid directly to CATS)
- Jeppesen Private Pilot Prep Kit
- Cessna Standardization Manual

Initial Private Pilot Certificate (Technologically Advanced C172 NAVIII Single-Engine Land):

Cessna 172 NAVIII G1000 Transition Course completion required prior to enrollment:

- 30 Hrs Dual 2005 Cessna 172SP-NAV III
- 10 Hrs Solo 2005 Cessna 172SP-NAV III
- Private Written (Paid directly to CATS)
- Jeppesen Private Pilot Prep Kit
- Cessna Standardization Manual

Add-on Private Pilot Rating (Technologically Advanced DA42 Multi-Engine Land)

ASEL Private Pilot Certificate and G1000 Transition Course completion required before enrollment:

- Training for the Private Pilot Certificate in the multi-engine Diamond DA42 (TAA) requires the student to have completed training in a Single-Engine aircraft. The additional training in the DA42 includes:
 - 10 Hrs Dual Diamond DA42
 - 5 Hrs Ground Instruction
 - 5 Hrs Pre/Post Instruction
 - Multi-Engine Manual (Electronic)

Instrument Rating Training Outline

The Instrument Rating is both the wisest and most logical course to enroll upon completion of the Private Pilot Certificate. Though not a separate certificate, this add-on (rating) will enable a pilot to fly through low visibility/ceiling weather, below the minimums for VFR flying. The use of the FRASCA 141 Simulator will be substituted as necessary in lieu of Aircraft time at the discretion of the Instructor.

Instrument Rating (Standard Equipment C172SP Single-Engine Land):

- 35 Hrs Ground Instruction
- 40 Hrs Dual Cessna 172SP
- 10 Hrs Pre/Post Instruction
- Jeppesen Instrument Pilot Prep Kit

Instrument Rating (Technologically Advanced C172 NAVIII Single-Engine Land):

Cessna 172 NAVIII G1000 Transition Course completion required prior to enrollment:

- 40 Hrs Ground Instruction
- 40 Hrs Dual Cessna 172SP-NAV III
- 10 Hrs Pre/Post Instruction
- Jeppesen Instrument Pilot Prep Kit

Instrument Rating (Technologically Advanced SR20 Single-Engine Land):

Cirrus Transition Course completion and full payment of course required prior to enrollment. This method of attaining the Instrument Rating is a 12-15 day intensive course culminating in a full day's time of planned activities:

- 40 Hrs Ground Instruction
- 40 Hrs Dual Cirrus SR20-GTS
- 15 Hrs Pre/Post Instruction
- Jeppesen Instrument Pilot Prep Kit

Commercial Pilot Training Outline

The Commercial Pilot Certificate enables a pilot to be able to engage various types of flying for hire. Training for this certificate is a bit more performance intensive due to the introduction of flying "complex" aircraft. An Instrument Rating is recommended to be achieved prior to enrollment in a Commercial Pilot Certificate course, however it is not required.

Initial Commercial Pilot Certificate (Standard Equipment PA28RT-201 Single-Engine Land):

- 8 Hrs Ground Instruction
- 10 Hrs Dual Piper PA28RT-201
- 5 Hrs Pre/Post Instruction

Add-on Commercial Pilot Certificate (Standard Equipment C172SP Single-Engine Land):

- 10 Hrs Dual Cessna 172SP
- 5 Hrs Ground Instruction 5 Hrs Pre/Post Instruction

Initial Commercial Pilot Certificate (Technologically Advanced DA-42 Multi-Engine Land):

Diamond Twinstar DA-42 G1000 Transition Course completion required prior to enrollment:

- 5 Hrs Ground Instruction
- 8.5 Hrs Dual Diamond TwinStar (DA-42)
- 1.5 Hrs Solo Diamond TwinStar (DA-42)
- 5 Hrs Pre/Post Instruction
- Multi-Engine Manual

Add-on Commercial Pilot Certificate (Technologically Advanced DA-42 Multi-Engine Land):

Diamond Twinstar DA-42 G1000 Transition Course completion required prior to enrollment:

- 10 Hrs Dual Diamond DA42
 - 5 Hrs Ground Instruction
- Multi-Engine Manual (Electronic)

Certified Flight Instructor Training Outline

The Certified Flight Instructor rating is for those who wish to pursue the furthering of aviation education to others. It is the practice of Certified Flyers to teach the Certified Flight Instructor-Instrument rating, as this will be the bulk of your ground lesson planning. If you have reservations about pursuing the Certified Flight Instructor-Instrument rating as your initial rating and would rather feel comfortable pursuing the Certified Flight Instructor-Airplane rating as your initial rating, forward your request to Phil Ferrante (pferrante@certifiedflyers.com), and he will be more than willing to construct a training outline for you.

Initial Certified Flight Instructor-Instrument (Standard Equipment C172SP Single-Engine Land):

A single-engine land commercial pilot certificate with instrument rating is required prior to course enrollment:

- 35 Hrs Ground Instruction (Prep for lesson plans)
- 15 Hrs Dual Cessna 172SP
- 5 Hrs Pre/Post Instruction
- CFII/FOI Written paid directly to CATS

Certified Flight Instructor-Airplane (Standard Equipment PA28RT-201 Single-Engine Land):

A single-engine land commercial pilot certificate is required prior to course enrollment:

- 5 Hrs Ground Instruction
- 10 Hrs Dual Piper PA28RT-201
- 5 Pre/Post Instruction
- CFI Written (Paid directly to CATS)
- AGI/IGI Written (Paid directly to CATS)

Certified Flight Instructor-Multi Engine (Technologically Advanced DA-42 Multi-Engine Land):

A multi-engine land commercial pilot certificate and Diamond Twinstar DA-42 G1000 Transition Course completion is required prior to enrollment:

- 5 Hrs Ground Instruction
- 10 Hrs Dual Diamond Twinstar (DA-42)
- Time build to 15 Hrs PIC (5 Hrs minimum at enrollment)
- 5 Hrs Pre/Post Instruction
- Twin Star Manual (Electronic)

Airline Transport Pilot Training Outline

The Airline Transport Pilot is the final step in an aviator's educational development, if he or she decides to pursue a career in the airline industry. Since the vast majority of fixed-wing airlines utilize multi-engine aircraft, our program has been developed to accommodate this trend.

Airline Transport Pilot Certificate (Technologically Advanced DA-42 Multi-Engine Land):

A multi-engine land commercial pilot certificate and instrument rating is required prior to course enrollment. In addition, a Diamond Twinstar DA-42 G1000 Transition course completion is required prior to course enrollment:

- 5 Hrs Ground Instruction
- 8.5 Hrs Dual Diamond Twin Star (DA-42)
- 1.5 Hrs Solo Diamond Twin Star (DA-42) (Check ride)
- 5 Hrs Pre/Post Instruction
- Multi-Engine Manual (Electronic)



Transition Course and Rental Checkout Outline

The following is a description of the two transition courses offered at Certified Flyers II. The G1000 transition course can be catered to either the Diamond Twinstar DA-42 or the Cessna 172 NAVIII depending on the client's needs. The Cirrus Transition course can be offered at any level (Private, Commercial, Instrument) as per the client's preferences.

G1000 Transition Course (Technologically Advanced C172 NAVIII):

Times are for VFR and IFR Transition

- 4 Hrs Ground Instruction (6 Hrs for IFR Transition)
- 4 Hrs Dual Cessna 172 NAVIII (6 Hrs for IFR Transition)
- 1 Hrs Pre/Post Instruction

G1000 Transition Course (Technologically Advanced DA-42 Multi-Engine Land):

- 4 Hrs Ground Instruction
- 4 Hrs Dual Diamond Twinstar DA-42
- 1 Hrs Pre/Post Instruction

Cirrus Transition Course (Technologically Advanced SR20/SR22 Single-Engine Land):

- 3 Days of Ground Instruction with Cirrus Standardized Instructor Pilot (CSIP)
- 14 Hrs Dual Cirrus Flight Instruction (SR20 or SR22)
- Written Exam to be administered by Certified Flyers II

Most of Certified Flyers' single-engine aircraft can be rented for personal use. To be eligible, renters must possess at least a Private Pilot Certificate as well as the required form of citizenship and filed credit card.

Day VFR Rental Checkout (Standard Equipment Cessna 172SP Single-Engine Land):

- 1 Hr Ground Instruction
- 1.5 Hr Dual 2005 C172SP
- Written Exam (administered by Certified Flyers)

Night VFR Rental Checkout (Standard Equipment Cessna 172SP Single-Engine Land):

An Instrument Rating is required prior to enrollment in the checkout process

- 1 Hr Ground Instruction
- 1.5 Dual 2005 C172SP (Night)
- Written Exam (administered by Certified Flyers)

Frequently Asked Questions

Q. How much will training for a pilot's license cost me?

A. There isn't a set amount of hours which will equal a private pilot's license. However on average, a pilot license typically takes about 50 - 60 flight hours. This will typically be a \$7,000-\$9,000 investment.

Q. What are some ways I can reduce the cost of flight training at Certified Flyers?

A. Certified Flyers implements two types of payment plans: Pay-As-You-Go or Block Payment. Pay-As-You-Go is quite simple, at the conclusion of the lesson the student pays for the full amount of all the Aircraft, Instructor, and applicable Fuel Surcharge. Block Payment requires a non-refundable deposit of 10-hrs of Aircraft time. When utilizing Block Payment, the student saves \$10 on the Aircraft and the Instructor. In a given 10-hr block, a student can save up to \$200.

Q. On average, how many lessons should I take in a week?

A. Certified Flyers recommends a student be scheduled to take 3-4 lessons a week. Lessons can include classroom instruction, flight instruction, or a combination of both. Too much time per week can have a negative impact on training, as a student will often times be overwhelmed with knowledge and coursework. In addition, too little time per week can result in having to review with the instructor on previous lessons, detracting from the progression of the students training.

Q. How can I book a lesson?

A. Certified Flyers utilizes a scheduling website called Flightschedulepro.com. This free membership will allow Certified Flyers to easily book your next lesson. In addition, you have the option of booking both the Aircraft and Instructor in the privacy of your own home with this website. Booking can also be accomplished by contacting your Instructor as well as calling Dispatch at (973) 539-4080.

Q. How long should I book my lessons for?

A. Instructors will provide a lot of input into the progression of your training. Within their input, they will have guidelines as to how many hours you should book, depending on the particular training that's needed. However, on average, a student should book a conservative 3-hour block to allow for any pre/post lesson discussion.

Q. Am I restricted to booking during normal business hours?

A. Absolutely not! Even though Dispatch is open 7-days a week 8am-6pm, our Instructors all have keys to the school, and are more than willing to accommodate any specific scheduling requests you may have. We respectfully ask that any flights scheduled outside of normal business hours be prearranged with your Instructor.

Q. Am I required to fly an aircraft solo (without any instructor)? At night?

A. It is required by the FAA, as per your requirements for certification to not only fly the airplane locally solo, but to fly the aircraft solo cross country (greater than 50 miles from Morristown). It is also required to fly the aircraft at night locally as well as cross country. Typically, the first solo occurs when a student has reached about 15 flight hours if his/her training is progressing smoothly. This time can vary based on the performance of the student throughout his/her training.

Q. What are the various materials I will need to purchase besides what is required for the license I'm pursuing? In addition, approximately how much will all these materials cost me?

A. Basically what is provided by Certified Flyers, are the basics that you will need for flight. These basics include: Headset, View-Limiting Device, and Paper/Pen. Even though this is only the basic materials needed, it is recommended that you purchase these items so that you will be used to flying with your own equipment. Our Instructors are very knowledgeable about the various products on the market. On average, the aforementioned materials can range from \$350 - \$1050.

Q. What is there to do after I earn my private pilot license?

A. FLY FLY FLY! First and foremost, go out and exercise the privileges of your newly earned private pilot license. You will not be able to make a profit out of your flying, but you will be able to take passengers along and split half the expenses. After earning a private pilot license with our school, you are entitled to rent our aircraft up to one year, then thereafter a rental checkout is needed to renew that privilege. A second idea to consider is pursuing your Instrument Rating. The training towards your Instrument Rating will certainly enhance your skills as a pilot. (An Instrument Rating is required to be able to rent our aircraft at night). You can also consider purchasing or entering a timeshare for your very own aircraft. Certified Flyers does sell timeshares for most of our aircraft. In addition, Certified Flyers has a reputation of meeting customers' needs in finding aircraft for purchase. All inquiries about timeshares and aircraft purchases should be emailed to Phil Ferrante at pferrante@certifiedflyers.com