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## **Conversion ICAO CPL ME IR into an EASA frozen ATPL**

Thank you very much for your inquiry and the related interest in our company. Our training facility is i.e. specialised in the transfer of foreign licenses and authorisations and very experienced in this area.

Our training facility is run by active commercial pilots and we always strive to implement the training within the statutory minimum periods.

As a competent partner at your side, you benefit not only from our Know-How and expertise, but above all from the advantages of our location and our modern fleet.

- We train on modern and safe aircraft. Our Cirrus SR20 and SR22 have the legendary CHAPS parachute rescue system.
- Most of the fleet is equipped with EFIS (e.g. Garmin 1000)
- All instrument approach procedures can be trained directly at the base airport. I.e. no unnecessary positioning flights
- Hanover Airport is open around the clock
- Convenient location directly at the GAT
- General aviation friendly air traffic control.

## Conversion with special approval from the Civil Aviation Authority

Step	Product & Description	EP (EUR)	GP (EUR)
1.	<p><b>Application for CAA special permit</b>            Range of training at least 15 hours            From that:            - Max. 5h FNPT II Simulator            - At least 6h flight training multi engine            - 4h of flight training</p> <p>These times are the absolute minimum. Depending on personal learning progress, more training time may be necessary to achieve the required standard.</p> <p>In principle, a maximum of 5 hours on a flight simulator are counted towards the required training time of 15 hours and at least 6 hours must be flown on a multi-engine (ME) aircraft.</p> <p>Approval is always given by the CAA for individual cases and, unfortunately, a processing time of several weeks can be expected. The application should therefore be submitted in advance.</p> <p>This program requires that your ICAO license has a valid IR with valid multi-engine rating and remains valid during the conversion.</p> <p>- Enrolment fee ATPL ICAO conversion</p>	700,00 €	700,00 €
2.	<p><b>ATPL distance learning training course</b></p> <p>Theoretical ATPL training including web-based training, 24 support from our specialist teachers, EASA exam questions as well as the necessary classroom instruction 2 x 5 days and 1 x 4 days at one of our locations or via video conference (if permitted by the aviation authority).</p>	3.750,00 €	3.750,00 €
3.	<p><b>Implementation of practical training</b></p> <p>- 5h FNPT II Simulator</p> <p>- Approx. 9h teacher FNPT including briefings</p> <p>- 6h flight training multi engine</p> <p>- 4h single engine flight training</p> <p>- Approx. 15h practical teacher training including briefings</p> <p>- 30 landings</p>	<p>87,00 €/h</p> <p>120,00 €/h</p> <p>649,74 €/h</p> <p>274,89 €/h</p> <p>120,00 €/h</p> <p>12,50 €</p>	<p>435,00 €</p> <p>1.080,00 €</p> <p>3.898,44 €</p> <p>1.099,56 €</p> <p>1.800,00 €</p> <p>375,00 €</p>

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**4. Combined CPL/IR/ME practical exam**

- Approx. 2h flight time multi engine aircraft	649,74 €/h	1.299,48 €
- Examiner fee	800,00 €	800,00 €
- 5 landings	12,50 €	62,50 €

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**Total costs**

**15.884,98**

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We value detailed briefings before and after the flight. This reduces the training on the aircraft and thus leads to a considerable reduction in costs. We calculate the actual flight time for aircraft use. The teacher is invoiced according to actual working hours.

Our offer is non-binding. The above prices are final prices including statutory VAT, provided that the tax is due for the training in question. The calculation was based on the legal minimum requirements, which in individual cases may not be sufficient to achieve the training goal. The landing fees are a rough and non-binding estimate. Billing is based on the landings actually incurred according to our valid price list. Our price list in the current version for the aircraft type used is decisive for invoicing. Also, depending on the airports approached, DFS fees are partly charged, which are also passed on.

We would be delighted if you decided to do an apprenticeship at our training facility. We would like to invite you to get an idea of our company on site and to visit our fleet. We are also happy to organize a non-binding trial flight during the visit.

If you have any questions, please do not hesitate to contact us personally or via all digital communication channels.

Kind regards,

André Haufe