

Information for future students

AeroJOB
world wide 

About us

Since 2007, AeroJOB is the only company in the Czech and Slovak markets to provide a truly comprehensive range of programs for those looking to become commercial airline pilots. We tailor every plan individually according to each client's needs, and we cooperate with leading partners from all over Europe. The success rate of AeroJOB clients in airline job interviews exceeds 95%. Throughout our existence, more than a hundred of our students have become pilots of commercial airlines. Over 25 years of professional experience and an extensive network of contacts give us an unrivaled advantage in addressing our clients' diverse needs.



Our flight school, AeroJOB Fly Academy, is based at the international airport in Kosice. It provides training at its bases all around Slovakia.

1500

More than 1,500 clients have gone through selection procedures held in our company

100

More than 100 pilots working across different airlines

100

More than 100 of our cadets have been successfully placed in the airline companies

1600

Our clients annually collect 1600+ of flight hours

5500

Our training aircrafts accomplished more than 5500 landings over the year

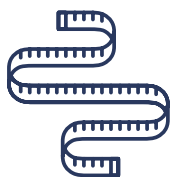


Worldwide client base from Germany, Czech Republic, Hungary, Russia, Ukraine, Belarus, Kazakhstan



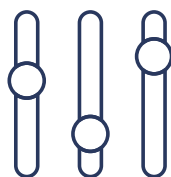
Our principles

The main principles we follow are the quality and the efficiency of the flight training, which will serve as a solid foundation for your future, demanding career as a professional pilot. Your further professional growth will be formed upon this basis, further supported by the airline company. The successful start of your career begins with the fundamental habits that will ensure the airline interview to be successful and will allow you to succeed in the following additional flight training. Our training methods are regularly updated to correspond to our airline partner's requirements.



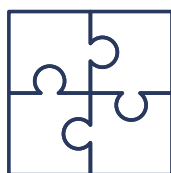
Individual training

Our flight school does not represent companies that provide flight training services with the primary view for profit without considering the client's wishes or training quality. Therefore, we tailor all of the services upon the discussion held in a personal meeting.



Flexible offers

We always pay careful attention to the financial capabilities of our students. Thanks to an extensive range of specialised business partners, we can tailor the study curriculum based on pre-determined students' goals to ensure maximum efficiency.



Comprehensive services

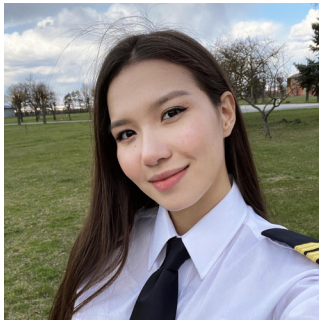
We are the only Czech and Slovak markets company to offer truly comprehensive services ranging from basic flight training through Type Rating courses to the preparatory for a specific selection procedure. We also offer our students financial solutions to fund their flight training through our intermediary services partnered with financial institutions.



Quality education

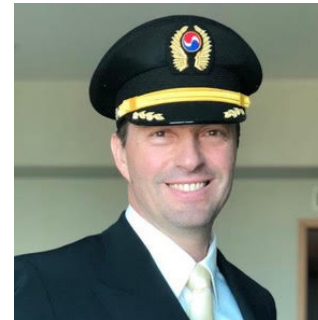
The flight training provided at our flight school and partners' schools are supervised by the top team composed of our flight instructors who ensure the quality of the flight training to be excellent and the maximum safety during the whole duration of the training.

References



I completed the flight training at the AeroJOB flight school, where I obtained my very first pilot's license. I've never been this far from home before. AeroJOB opened the door for me to aviation and Europe. The school is located in the cozy town of Kosice, where you'll find everything necessary for life and even more. Thanks to the friendly and intelligent staff, I was not feeling homesick. The training was held in English. Since English is not my native language, some of the instructors could communicate in Russian to help me understand at the beginning of the training. The glass cockpit in the Viper SD-4 RTC and flying at a controlled airport made my training even better and increased my piloting and communication skills. I think you should definitely choose this school because you will find a great opportunity to learn to fly from professional pilots who keep their hearts open.

Azhar Nessipbayeva
Cadet Pilot, Kazakhstan



I highly recommend the AeroJOB flight school, which will accompany you on your journey to become a successful transport pilot. AeroJOB provides high-level training for future airline pilots. Comprehensive assistance at the initial stage of the training and support during the selection process will make it easier for you to achieve your goal and join an international family of airline pilots. Happy landings!

Dávid Hecl
Captain Airbus A380-800

Services we offer

Flight training

AeroJOB offers flight training to those who want to fly just for fun and to those who want to become a professional pilot. Those interested in hobby flying may complete a flight training with us achieving the LAPL (A) and/or PPL (A) license, while future commercial pilots, after completing the PPL license, proceed with the completion of all learning modules concluding with the ATPL (A) license.

Entry requirements required for the commencement of the flight training:

The applicant must be at least 15 years old to begin the training. The applicant must also hold a medical certificate I or II before the first solo flight.





module 1a	module 1b	module 2	module 3	module 4	module 5	module 6	module 7	
LAPL (A)	PPL (A)	Cross Country Time Building	VFR Night	MEP VFR	MEP IR	CPL	ATPL Theory	
100 hrs of theory	100 hrs of theory	navigation flights in Central Europe	night-time flying	multiengine aircraft flying	instrument training including simulators	commercial air traffic operation	650 hrs of theory	
30 flight hrs	45 flight hrs	200 flight hrs in the aircraft and simulator						
after completing module 1a you obtain LAPL (A) licence for light aircraft	after completing module 1a you obtain PPL (A) licence for private aircraft						after completing modules 1b – 7 you obtain ATPL (A) Frozen license for commercial aircraft	

The duration of the ATPL (A) Frozen training is at least 18 months.

module 1a

LAPL (A)

Light aircraft pilot

The LAPL (A) license is intended for those interested in flying exclusively as a hobby and those who don't require any further shift in the qualifications obtained. It is also intended for those who do not want to be limited by the national UL license.

Typical LAPL (A) license applicant wants to learn to fly a small plane across Europe and wants to be able to carry passengers and luggage during the day or night.

Scope of theoretical training:

100 hrs

Scope of practical training:

30 hrs

Training aircraft:

VIPER SD4 RTC

Training duration:

2 months

15

The minimum age required to enter the course is 15 years

17

The minimum age required to obtain the license is 17 years



The applicant must hold the second-class medical qualification (MED II)



Before the first solo flight, the applicant must hold a radiotelephony license

module 1b

PPL (A)

Private pilot

It is a basic license that is a prerequisite for further ATPL studies.

It entitles the holder of the private pilot license to fly independently a single-engine airplane for which they have obtained the appropriate type rating.

This license is also intended for those who want to fly in their free time as a hobby.

Scope of theoretical training:

100 hrs

Scope of practical training:

45 hrs

Training aircraft:

VIPER SD4 RTC

Training duration:

3 months

15

The minimum age required to enter the course is 15 years

17

The minimum age required to obtain the license is 17 years



The applicant must hold a second-class medical qualification (MED II)



Before the first solo flight, the applicant must hold a radiotelephony license

module 2

Cross Country Time Building

This module is designed for pilots interested in obtaining the qualification level ATPL (A) Frozen. AeroJOB offers navigational flights across Slovakia and neighboring countries to gain important skills as a pilot in command (PIC). We also offer an opportunity to fly to more distant countries, such as Croatia, Italy, Slovenia, etc.

Training aircraft:
VIPER SD4 RTC

module 3

VFR Night

The qualification enables the pilot to perform flights during the night by navigation with reference to the ground (VFR). Training is focused mainly on handling the psychological pressure caused by decreased visibility and increased spatial orientation.

Scope of theoretical training:
1-hour minimum

Scope of practical training:
5 hrs

Training aircraft:
VIPER SD4 RTC

Training duration:
2 nights



The applicant must hold LAPL (A) or PPL (A) license to start this module



The applicant must hold a second-class medical qualification (MED II)

module 4

MEP VFR

Class rating category for multiengine aircraft

Necessary qualification for continuing training to the level of a professional pilot.

Getting familiar with flying on multiengine type of aircraft.
Practicing one engine shutdown, copying with thrust asymmetry, and other procedures.

Scope of theoretical training:
7 hrs

Scope of practical training:
6 hrs minimum

Training aircraft:
TECNAM P2006T

Training duration:
14 days



The applicant must hold PPL (A) license to start this module



Minimum flight time of 70 hours as pilot in command (PIC)



The applicant must hold the second-class medical qualification (MED II)

module 5

MEP IR

Instrument rating

The course aims to train the pilots to fly according to IFR rules under instrument meteorological conditions (IMC). The training's fundamentals are to fly according to flight instruments along with increased requirements on piloting techniques. Practical training includes instrument approaches along with flights on track.

Scope of theoretical training:
the student attends course ATPL (A) or IR (A)

Scope of practical training:
15 hours minimum on aircraft + 40 hours on SIM FNPT2

Training aircraft:
TECNAM P2006T

Training duration:
3 months



The applicant must hold PPL (A) license + VFR NIGHT + MEP VFR + ICAO English to start this module



The applicant must hold the second-class medical qualification (MED II) extended by audiometry assessment

module 6

CPL

Commercial pilot license

The qualification allows the pilot to perform flights in commercial operation.

Scope of theoretical training:
the student attends course ATPL (A) or CPL (A)

Scope of practical training:
Depends on student's qualification already obtained. In case the student already holds a PPL license with IR(A) and MEP qualifications, the scope of training is 15 hours.

Training aircraft:
**TECNAM P2006T (5 hrs)
+ VIPER SD4 RTC (10 hrs)**

Training duration:
3 months



The applicant must hold LAPL (A) or PPL (A) license to start this module



Minimum flight time of 150 hours (possible exemption based on qualifications acquired)



The applicant must hold the first-class medical qualification (MED I)

module 7

ATPL Theory

The ATPL theory course offered by AeroJOB is proposed for those interested in the distance form of study. The distance learning course is designed according to EASA requirements. It represents the most flexible way to complete the theory course. The theoretical training scope is 650 hours, but it is required to attend 65 hours personally in class in the form of consultations. After completing part of the course, the student receives a certificate that allows him to sign up for a theoretical exam at Transport Authority from already completed subjects.

Scope of theoretical training:
**650 hours
(out of which 65 hours held in the form of consultations)**



The applicant must hold PPL (A) license to start this module



The minimum age required to enter the course is 17 years



The applicant must hold the first or second-class medical qualification (MED I/II)



Basic knowledge of English, Mathematics, and Physics

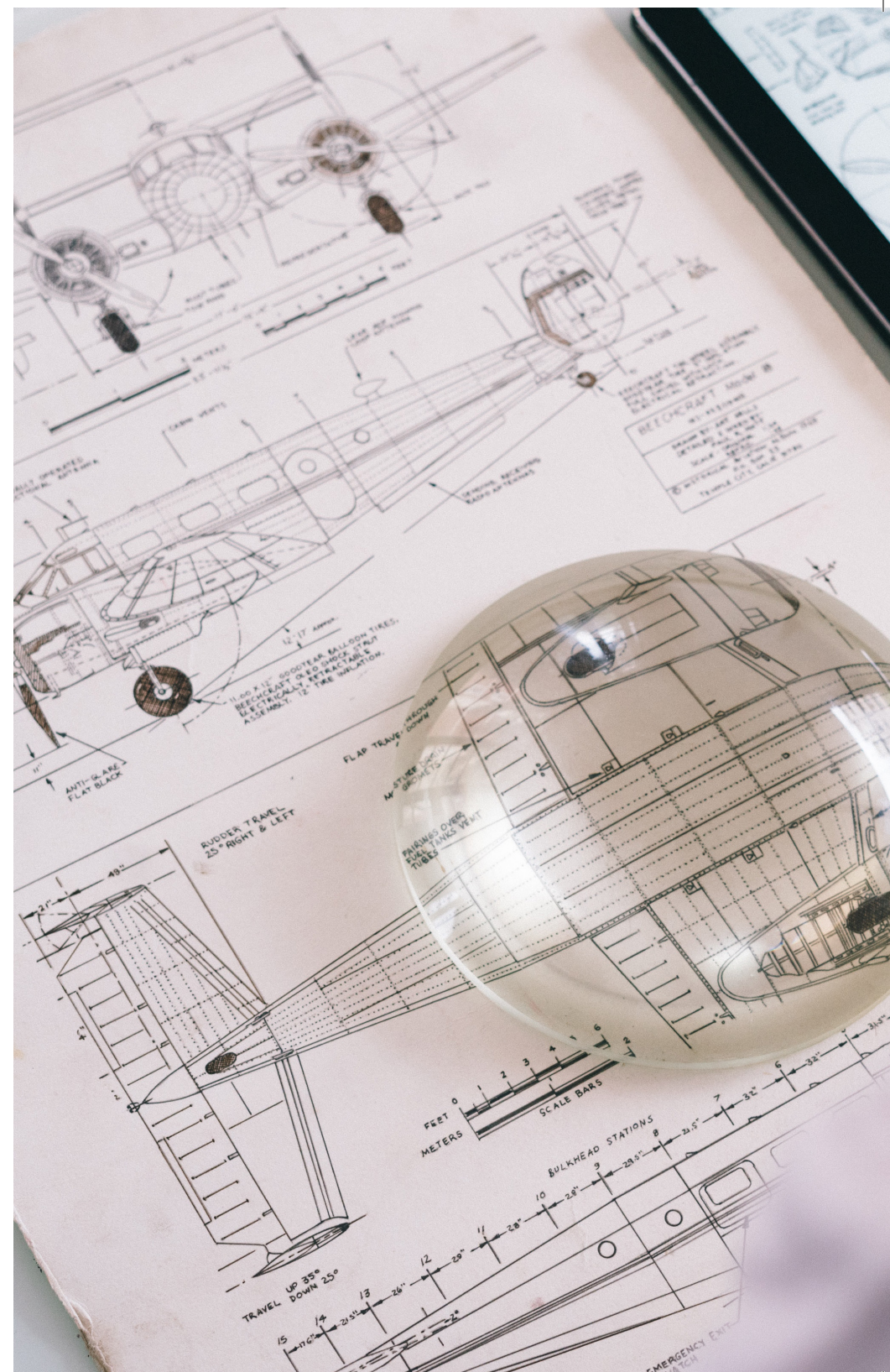
Services related to the flight training

Theoretical RTF preparation course

The AeroJOB Flight School offers its clients and the public a theoretical preparation course for passing the RTF exam at the telecommunications office. By successfully passing the exam at the office, the client will receive a certificate of radiotelephone operator of the aeronautical mobile service.

ICAO theoretical training course

The ICAO English theoretical knowledge course serves clients to acquire and deepen their language skills. This knowledge is necessary to pass the examination and the assessment required to obtain a required language proficiency level to aircrew. Assessment of the language proficiency and obtaining an adequate level entitles the pilot to fly abroad.





Our additional services

Visa assistance

AeroJOB offers its clients from abroad the opportunity to use our assistance services related to visa requirements.

Insurance

AeroJOB, together with a partner insurance company, offers clients special insurance for pilots.

Financing

AeroJOB offers its clients financing intermediation used to cover your flight training fees. Our partners are VÚB Bank, which offers AeroJOB students a mortgage of up to € 65,000, and Česká Spořitelna, offering a mortgage of up to CZK 5,000,000 or an unsecured loan of up to CZK 2,500,000.

Language courses

Possibility to take advantage of language courses offered in England, designed for future flight crews and air transport staff specifically.

Our training aircrafts



VIPER SD4 RTC

All-metal two-seat motorized aircraft designed for pilot training from manufacturer Tomark Aero. Offers spacious cabin with great views.



TECNAM P2006T

All-metal two-engine high wing aircraft designed for MEP VFR and MEP IR trainings. Thanks to low operational costs and low fuel consumption suitable for flight schools and air tourism.

Number of PAX: **2**



8.4 M wingspan

Number of PAX: **4**



11.4 M wingspan

600 KG

maximum take-off weight



1200 KM range

1230 KG

maximum take-off weight



1239 KM range



6 H

endurance

100 L

fuel tanks capacity



4.25 H

endurance

200 L

fuel tanks capacity

102 KIAS

flight speed

ROTAX 912

number of engines: **1**



130 KIAS

flight speed

ROTAX R912

no. of engines: **2**



Avionics:

Glass Cockpit Dynon Avionics

Modules:

LAPL/PPL, Cross Country Time Building, VFR Night, CPL

Avionics:

Glass Cockpit Garmin G950/1000 the most modern platform for IFR training

Modules:

MEP VFR, MEP IR, CPL



FAQ for clients

I want to become an airline pilot. Do I need a university degree?

No, you don't. A secondary school leaving exam ("maturita") is sufficient. While some airlines may require a university degree, it is generally not necessary.

How long does the 0 – ATPL training take?

The ideal duration of the training is approximately 24 months; however, it depends on your availability.

Am I going to be able to work while undergoing the training?

Yes, if you choose module training. The majority of our clients work and use their earnings to finance the training, which they undergo in their free time.

When can I start my PPL training?

The applicant must be at least 15 years old when commencing the training; the minimum age for obtaining a PPL license is 17 years. Before their first solo flight, the applicant must hold the second-class medical qualification (MED II).

What is the age limit?

Pilots over 65 years of age are not permitted to operate commercial flights. The age limit is thus 65 years.

What options do I have to finance the training?

AeroJOB cooperates with Česká Spořitelna in the Czech Republic and VÚB Bank in Slovakia.

Contact us

Your thoughts and questions

AeroJOB, s.r.o. (CZ)
Aviatická 1092/8
161 00 Praha 6
Czech Republic

+420 724 132 818

AeroJOB, s.r.o. (SK)
Letisko Košice Barca
041 75 Košice
Slovakia

+421 919 025 544

www.aerjob.sk
sales@erjob.sk
Facebook: [aerjob.sk](https://www.facebook.com/aerjob.sk)
Instagram: [aerjob.sk](https://www.instagram.com/aerjob.sk)



of professional experience