

Your ambition. Your profession.

A modular route towards professional flying. Build the right sequence around your starting point, availability and long-term ambition.

€64,672

published course reference

18-24

months, indicative

NL / EN

instruction

Build a route around your life

Combine your training with work, study or family. Theory can be followed online, in the classroom or in a tailored combination, with flying and briefings planned around your availability.

Understand the destination

The route works towards a commercial pilot licence with relevant ratings and ATPL theoretical knowledge, often called a frozen ATPL. A full ATPL requires further experience and a skill test.

Start with a personal plan

Bring your existing qualifications and experience to an introductory conversation. The academy will discuss the sequence, entry requirements, training locations and the modules relevant to you.

The 18-24 month period is indicative, not guaranteed. Progress, availability, weather and the agreed training plan affect timing. Completing a course does not guarantee airline employment.

More value. More flexibility.

The advantages of the ExecutiveFlight approach: purposeful learning, with room for your work, family and budget.

A low-cost model by design

Inspired by Ryanair's low-cost model, we combine a lean organisation, extensive automation, leased partner aircraft and modular training at lower-cost European locations. Selected modules can be planned where operating and labour costs are lower.

Your pace, your monthly budget

Discuss a start date throughout the year, evening or weekend lessons and any pauses you need. Plan around work and family and pay in stages with Pay as you go. Availability and arrangements are confirmed personally.

Online learning with focused support

The Distance Learning System (DLS) combines self-study and a question bank with targeted Homework Support. ATPL brush-up can be followed online in the evenings, reducing travel, overnight stays and time away from work. Confirm the format and timetable for your course.

Learn by observing: backseating

Observe another student's flight from an available rear seat when the aircraft and instructor allow. See how briefings, checklists, decisions and debriefing come together in practice, then bring those observations to your own lessons.

Practise procedures at home

The academy can help set up a home simulator on your laptop. Rehearse procedures between lessons and discuss questions with your instructor. It supports preparation and does not replace required flight training.

Professional instruction, international experience

Breda is the base; European partner locations support selected modules. Experienced instructors connect practical experience with professional procedures. Different airfields and conditions broaden your experience; the agreed route determines where you train.

How to select a Flying School?

Controlled or a non-controlled Airfield?

In the Netherlands, there are very few non-controlled airfields left with a hard runway.

-If you train on a controlled airfield like p.e. Eindhoven, Maastricht, den Helder, Rotterdam, or Lelystad, you incur hefty approach and/or landing fees, and during your training and you land 100 (Private Pilot) or 250 times (Commercial Pilot). These charges are usually outside your training quote.

-You also need to do a time-consuming and expensive course to obtain a badge to access the international airside of the airport

-These airports are very busy with commercial and/or military traffic with priority causing delays that make you lose expensive engine time

-You need to fly out of the airport zone (CTR) before you can start your training making you lose expensive engine time.

-these airports are very daunting and complex and unsuitable for basic training,. Eindhoven Airport delivers PPL licenses after 100 hrs on average, compare that to the 45 hrs legal minimum flight time!

-Several exercises like Simulated Engine Failure (SFL) or Engine Failure after Take-Off (EFATO) are banned or only allowed sporadically. Being able to do these execs 5 times in a row shortens your learning curve.

Choosing your school.

Continued

Hard or soft runway?

-Airfields like p.e. Hoevenen, Midden Zeeland or Hilversum have a grass runway that often prohibits flight in autumn and winter due to wet muddy grass

Aeroclub or Commercial Flight Academy?

-People who can afford flight training are usually very busy. In an aeroclub, you will depend on people who have time to teach you. Other known spoilers are the weather and aircraft availability. It all adds up and before you know it you fly only once a month which is a guarantee for an 'eternal PPL' because of the lack of continuity. You need an organization that wraps itself around YOU, the customer instead of the other way around!

-Do you want to be trained by General Aviation (GA) hobby pilots or by Commercial Pilots who follow airline Standard Operating Practices (SOPs)? This is important for safety but also if you want to become a Commercial Pilot eventually...

-Your training needs to be in English since you need to do 2 English language tests during your PPL: The Language Proficiency Endorsement (LPE) and the RadioTelephony (RT) exam. If you DO NOT study in English you need to do 2 extra expensive and long courses to pass these exams....Bear in mind that in aviation ALL and EVERYTHING is in English, so you'd better start immediately.

Choosing your school.

Continued

Flexibility

- Can you start every month or do you need to wait until a new season starts?
- Is theory given by the school or by a 3rd party and is it given online or live only?
- Can you fly 24/7, weather permitting? Does the school offer flexibility to fit the flight training sessions into your busy work and family schedule?

Price

- Does the school offer a discount pricing strategy?
- What are the school overheads like? How much staff do they employ?
- Are the planes fully owned or leased?
- Do they offer a 'Pay as u Go' payment schedule, so you are never tied to the school and incur a low risk if they go bankrupt or do you need to commit the full amount right at the start with heavy contractual commitments?

Reviews

- What is the reputation of the school on Google and Trustpilot?
- What is their accident history?

All these factors can easily double the real price and duration of your Flight Training

One ambition. Eight building blocks.

A route overview. Your individual syllabus, prerequisites and module order are agreed with the academy.

01 / PPL

Build aircraft handling, navigation and the foundations of independent flying.

02 / Night qualification

Add structured training for the next stage of your flying.

03 / Hour building

Build experience towards 100 pilot-in-command (PIC) hours and complete the night qualification, according to your agreed route.

04 / ATPL theory

Study professional theoretical knowledge with your chosen learning format.

05 / Instrument rating

Learn instrument procedures and flying through structured aircraft and simulator training.

06 / Commercial pilot licence

Develop and demonstrate the knowledge and practical standard for commercial flying.

07 / Multi-engine training

Build the relevant multi-engine flying skills and instrument privileges in your plan.

08 / MCC and UPRT

Multi-Crew Cooperation and Upset Prevention and Recovery Training prepare you for professional flying, with selected short modules at cost-efficient EU partner locations.

The licence and the career are separate steps

Your training plan should state the exact licences, ratings and certificates it includes. Airline selection, type-rating requirements and employment arrangements are separate matters; ask which further steps apply to your intended career.

Before you commit. Build a personal plan.

Match your starting point to the modules, support and professional goals that matter to you.

Education and English

The academy's published entry guidance is HAVO/MBO-4 level or an equivalent, with suitable mathematics and physics preparation and good English. Discuss your actual background at intake. If needed, ask about a bridging course during the PPL phase. Overseas diplomas can be assessed through IDW; suitability is determined individually.

Class 1 medical

Arrange an initial EASA Class 1 assessment through an authorised aeromedical centre before committing to a professional route. A PPL Class 2 medical alone does not establish fitness for professional licensing. The medical examiner or authority decides fitness, limitations and subsequent validity.

Assessment and preparation

Ask for the current assessment example and preparation material. The published assessment package combines a Compass aptitude, IQ and personality assessment, the Class 1 medical and three trial flights. Confirm how these are scheduled and credited within your training route; this is not an airline selection or employment guarantee.

Training records and existing qualifications

Bring your licence, ratings, medical, theory results and logbook so previous experience can be assessed. Holders of FAA, UK or other ICAO licences need an individual EASA conversion review; credits, authority verification, training and tests vary. Conversion is a separate route, not an automatic transfer of privileges.

A realistic calendar

The overall 18-24 months is indicative. Set a weekly study rhythm and realistic flight availability, then plan partner-location visits and examinations. Weather, progress, equipment and valid theory or medical deadlines can change the sequence. Confirm when you can start, pause and resume.

Build your foundation. Then your experience.

PPL, night flying and pilot-in-command experience form the first part of the modular route.

Private Pilot Licence

The standard PPL(A) minimum is 45 hours, including at least 25 dual and 10 supervised solo hours, with 5 solo cross-country hours and a 150 NM cross-country with full-stop landings at two other aerodromes. The priced package budgets 25 dual and 20 solo hours. It also includes 100 hours of online theory; consult the full PPL guide for the syllabus, medical, language, radiotelephony and skill-test checklist.

Night rating

Training covers night preparation, navigation and circuit work. The normal minimum is 5 hours at night, including 3 dual, at least 1 hour of cross-country navigation with a dual flight of at least 50 km, and 5 solo take-offs and 5 solo full-stop landings. The current priced package specifies 4 dual and 1 solo hour; the approved syllabus and your progress determine completion.

Pilot-in-command hour building

Build meaningful navigation and decision-making experience towards 100 PIC hours, accounting for qualifying hours already in your logbook. The current price example budgets 85 solo hours in a Cessna 152. This is a package assumption, not 100 additional hours or an entry requirement for every module.

Trips with purpose

Plan routes, weather, fuel and alternates, and gain experience at different aerodromes under your licence privileges. Flying with family or friends is subject to the relevant privileges, passenger recency and aircraft requirements. International travel and training locations must be agreed individually.

Progression to the CPL

The modular CPL route has separate course-entry and licence-issue requirements. Its standard completion requirement includes 200 total flight hours and 100 PIC hours, with specified cross-country, night and instrument experience. Your school must check the full qualifying logbook and applicable credits before each stage.

Professional knowledge. A flexible study system.

The current modular ATPL theory specification is 650 hours for a PPL holder, combining study and supported learning.

Thirteen subject areas

Air law; airframe, systems and powerplant; instrumentation; mass and balance; performance; flight planning and monitoring; human performance; meteorology; general navigation; radio navigation; operational procedures; principles of flight; and communications. The current syllabus combines communications into one subject.

What the current theory package contains

The published €2,497 module includes the online Distance Learning System (€1,728), e-books, a 65-hour online brush-up (€500), 12 months of question-bank access (€182) and the Jeppesen Student Route Manual (€87). Printed books and Homework Support are optional. Confirm extensions and additional support in your quotation.

Online, classroom and individual support

Study with digital manuals, learning media and worked explanations. Use online evening brush-up, progress tests and targeted instructor sessions to resolve difficult topics. Classroom learning can be arranged. Your actual timetable, provider and access period are confirmed before enrolment.

Examination planning

A theoretical knowledge paper requires at least 75% to pass. Plan school recommendations, the authority, examination language, sittings and validity deadlines before booking. Exam fees and travel are external costs. Question banks support preparation; they do not guarantee a pass or access to confidential live papers.

Look at the total cost of study

Compare tuition and required materials together with exam fees, travel, accommodation, meals and time away from work. Online evening brush-up can reduce attendance-related expense; the saving depends on your circumstances. Old comparison tables and historical provider prices are not current quotations.

Instrument and multi-engine flying.

Build additional privileges through the approved course that matches your experience.

Instrument Rating (IR)

Study instrument procedures, navigation, flight planning and radio communications, then develop skills in an approved simulator and aircraft. Complete the applicable theoretical requirements and skill test. An IR course's minimum, simulator credit and flight hours depend on the route and previous qualifications; the historical 40-hour line is not a universal IR requirement.

The published single-engine IR package

The current price example uses 35 hours in an FNPT II simulator, 5 dual hours in a C152 and 10 dual hours in a C172, plus a skill-test item. IR theory is additional if not covered by ATPL theory. Agree the complete syllabus, required operational language and radio qualifications, and extra training before starting.

Multi-engine piston (MEP) training

Develop normal operations, asymmetric handling and engine-failure procedures. For the standard initial single-pilot multi-engine class rating, theory includes at least 7 hours and flight instruction includes 2.5 hours of normal operation and 3.5 hours of engine-failure/asymmetric training. Issue of an initial MEP rating normally requires 70 PIC hours in aeroplanes.

The multi-engine instrument extension

The current VFR + IFR package lists 6 MEP VFR aircraft hours, 2 MEP IFR aircraft hours, 3 MEP IFR simulator hours and a skill-test item. Training with simulated failures and instrument procedures follows the approved syllabus. Final credits and hours depend on the ratings you already hold.

Before your next module

Confirm the precise rating issued, prerequisites, medical and examination validity, aircraft and simulator type, instructor and examiner costs, landing charges and any additional practice. A price-table assumption is not a guarantee that a particular person is test-ready.

Commercial flying. Working as a crew.

CPL, Multi-Crew Cooperation and advanced upset training complete key parts of the professional route.

Commercial Pilot Licence (CPL)

Training develops commercial-level handling, navigation, planning and decision-making, followed by a skill test. The published package has 10 dual hours in a C152 and 5 in a PA34. The 15-hour example assumes the relevant instrument qualification/credits; the general modular course requirement depends on your starting point and includes further conditions.

Multi-Crew Cooperation (MCC)

For the standard modular MCC course, plan at least 25 hours of theory and exercises and 20 hours of practical simulator training, within a six-month course. Practise cooperation, communication, workload and decisions as pilot flying and pilot monitoring. Ask which MCC format and completion certificate your route includes.

Advanced Upset Prevention and Recovery Training

Advanced UPRT includes at least 5 hours of theoretical instruction, associated briefings and debriefings, and at least 3 hours of dual flight instruction with a qualified instructor. It develops recognition, prevention and recovery skills. Confirm the certificate and any credit applicable to your later type-rating course.

Selected modules at European partners

The academy can plan short, cost-conscious CPL, MCC and UPRT modules at European partner locations. The agreed schedule identifies the actual training provider, location, accommodation and travel arrangements; no old location list or permanent availability is implied.

Career preparation

Course completion is separate from airline assessment, type rating and employment. Check what an airline requires and what any job-related agreement actually promises. Training quality, practical ability, English, teamwork and personal preparation all matter; no airline job is guaranteed.

What “frozen ATPL” actually means.

The informal term describes a stage on the professional route; it is not the full airline transport pilot licence.

At the end of initial training

A typical modular graduate holds a CPL(A), the relevant instrument and multi-engine ratings and ATPL theory credit, with the specified MCC and advanced UPRT certificates. Your written training plan must identify exactly which licences, ratings and certificates it delivers.

Experience for the full ATPL(A)

The standard requirement is at least 1,500 flight hours in aeroplanes, including 500 in multi-pilot operations, 200 cross-country (at least 100 as PIC or PIC under supervision), 75 instrument hours (no more than 30 as instrument ground time) and 100 night hours as PIC or co-pilot. The detailed credit conditions must also be checked.

Pilot-in-command experience

The PIC component can be met through the permitted alternatives: 500 hours as PIC under supervision; 250 hours as PIC; or 250 hours combining at least 70 PIC with the balance as PIC under supervision. It is not enough simply to reach 1,500 total hours.

Further requirements and skill test

The full ATPL(A) also requires the appropriate prior licence and multi-engine IR/MCC route or an MPL, the minimum age and other applicable prerequisites, and an ATPL skill test for the relevant aircraft type. The licensing authority assesses the complete application.

Keep each qualification current

Medical, language, ratings and operational recency have their own validity rules. Plan revalidation or renewal and any airline or operator training alongside your flying career. Ask the academy for a review of your individual records before relying on previous training credit.

A complete budget. A clear agreement.

Compare the final itemised proposal, not only the published headline.

What to specify in the course agreement

List each module, aircraft and simulator hours, theory provider and access period, briefings, training location, tests and completion documents. Confirm how fuel, maintenance, operating costs and staff time are covered, and whether an apparent skill-test price includes all examiner and aircraft charges.

External costs and additional training

Include medical, licensing, language and government charges, examinations or resits, pilot supplies, books and optional materials, extra theory or briefings and any additional aircraft/simulator time. Also check required landings, parking, handling, storage and extra fuel or operating charges away from base.

Travel, accommodation and time away

Budget for housing, transport, meals and overnight stays, including any agreed instructor or examiner travel. Ask for current partner-location accommodation options. Combine tuition with these costs and time away from work when comparing training routes; historical hotel and savings figures are not present-day offers.

Pay as you go

Agree the €2,420 instalment schedule against the actual training sequence, together with cancellation, pauses, refund terms and what happens to unused balances. Staged payments do not remove the need to understand the training contract. This guide is not a loan or financing offer.

Current prices and your personal route

The module references on the next page use the current website figures, replacing the historical prices in the original brochures. They are published references, not a new binding quotation. Confirm your final itemised total, tax treatment, current terms and personal training plan before enrolling.

Current module price references.

Published website figures. The final itemised quotation determines your individual course and inclusions.

PPL package	€15,444
Night qualification	€2,024
PIC hour building · 85-hour example	€16,575
ATPL theory · 650-hour programme	€2,497
Single-engine Instrument Rating	€11,089
Commercial Pilot Licence	€6,032
Multi-engine rating · VFR + IFR	€8,424
MCC and UPRT	€4,290
Published complete course reference	€64,672

A package is not every related expense

The published reference excludes external costs such as books and pilot supplies, medical and licence charges, language assessments, required landings and examination fees. Extra instruction, repeat tests, travel and accommodation may be needed.

Existing experience changes the route

Your logbook, licences and ratings determine which modules and hours are required. Ask the academy to explain credits and package assumptions in your personal quotation; do not apply the example to a different route without review.

Sources and further information:

Current ExecutiveFlight price specification

EASA Aircrew / Part-FCL — current requirements

Your route. Your costs.

Published modular ATPL course: €64,672. Confirm the itemised route, current terms and personal training plan before enrolling.

What the proposal should make clear

Confirm each module, aircraft and simulator hours, locations, theory format and assessment arrangements. Request the final itemised quotation for your personal route before enrolling.

Budget beyond the headline

Confirm whether materials, medical and licensing charges, language assessments, theory and practical examinations, landings, extra instruction and travel or accommodation are included. Do not assume that every related expense is covered by a course figure.

Pay as you go: €2,420 instalments

The academy's published model uses staged payments. Ask how payments align with your proposed training sequence and which terms apply to your individual agreement. This guide is not a loan or financing offer.

01 Share your starting point

Tell us your goal, any existing licence or ratings, recent experience, language preference and realistic weekly availability.

02 Confirm readiness and the written plan

Discuss educational preparation, the relevant medical assessment and the entry requirements for each module. Confirm the itemised costs and timeline before enrolling.

Let's map your route.

Request an introductory Google Meet or an appointment with the academy. A meeting is confirmed separately.

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Sources and further information:

ExecutiveFlight current prices

ExecutiveFlight ATPL route

EASA Part-FCL: FCL.510.A / FCL.520.A