



Executive Flight Academy®

# FAA and ICAO to EASA conversion

License conversion at ExecutiveFlight



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## Introduction

You have requested information about our “high quality-low cost” EASA conversion training. You may have already gone through the website thoroughly, but as a reminder, I will give you an overview of the advantages of our conversion below. We would like to hear about your plans and whether you would like an appointment for an intake, trial flight, or tour.

**Our prices you can find using this link:** <https://www.executiveflight.nl/en/prijzen/>

Feel free to call, Whatsapp, or Email for an appointment or an intake at one of our (flight) locations!

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Best regards,

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## General

ExecutiveFlight is specialized in EASA License Conversion. Over time we have created a straightforward conversion program for both FAA and ICAO to EASA conversions.

## Abstract FAA ICAO UK Conversions

### From FAA

Note that as of May 2021 there are important changes in legislation and regulations covering conversions to EASA. Basically due to the so-called 'BASA accords', conversions between FAA and EASA have become much easier and lighter, greatly reducing cost. Read more here:

[https://ec.europa.eu/transport/modes/air/news/2020-11-19-eu-expands-bilateral-aviation-safety-agreement-with-united-states\\_en](https://ec.europa.eu/transport/modes/air/news/2020-11-19-eu-expands-bilateral-aviation-safety-agreement-with-united-states_en)

### From ICAO

At the same time, ICAO conversions to an EASA ATPL have largely remained the same. There is nothing EF can do about this, we simply have to follow law and regulation, despite the fact that this is wholly unjustified for many reasons in our view.

### From UK

Basically, it will be treated as an ICAO conversion. Check out this link using the translation feature of your chrome browser! <https://www.ilent.nl/onderwerpen/piloten/ontwikkelingen>

Due to the high complexity and the bespoke nature of EASA License Conversion, EF can only give approximate pricing until we have done an assessment flight with you and a thorough review of all your flight-related documentation.

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## FAA to EASA Conversion program

### PPL(A)

CONVERSION FROM FAA PPL to EASA PPL	
3 hrs of briefings	€ 163
PPL 2 Theory subjects Communications & Airlaw + docs + overhead	€ 322
4 hrs SEP-VFR (Estimated)	€ 1,131
1 hr SEP-VFR Skilltest	€ 197
total	€ 1,813
<b>TOTAL EASA PPL CONVERSION*</b>	<b>€ 1,813</b>

\*(Prices excluding landing fees not on homebases and , examination fees, medical examinations, language proficiency examinations & pilot supplies. hrs depending on entry level of candidate & individual theory homework support & brush-ups needed)

A candidate who holds a PPL pilot license for the category "Airplane", issued by the FAA comes into consideration for an EU PPL (A) under the following conditions:

### FAA certification

The candidate can demonstrate that he/she has a valid FAA certification and is 'current' in accordance with the FAA regulations. To this end, at least a copy of the certificate and the logbook is required. The CAA verifies the validity of the certification document with the FAA.

( Note: a "Sports and Recreational Pilot Certificate, TMG rating, type rating or FAA validation is

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not eligible for conversion .)

## Medical Certificate

Candidate has a valid FAA medical certificate;

( Note: a 'FAA BasicMed Authorization' can not be used for conversion )

## Language proficiency

The endorsement 'English proficient' in the FAA certificate is converted into an EASA LPE level 4. The validity period of LPE level 4 runs from the last documented 'flight review'.

( Note: If the candidate wishes to obtain a higher LPE level he/she needs to redo the LPT test in Europe with an authorized Language Assessment Body .)

## Theoretical knowledge

Prior to the skill test the candidate shows the necessary theoretical knowledge in the subjects 'Air law' and 'Communication' This can be done in 2 ways:

(1) by obtained theory results at an EASA approved examination centre

or

(2) by taking an (oral and or written) exam with a special EASA/ CAA designated examiner.

The candidate or school can select their own examiner with option 1, if option 2 is taken only EASA/CAA-designated examiners can take the exam. After 2 failed test attempts the candidate should undertake full PPL theoretical training at an ATO or DTO and take a full PPL theoretical exam.

## Skill Test

The skill test is conducted in the class for which the candidate wishes to obtain the class rating (read CR SEP (land) or CR MEP (land)). If the candidate wishes to convert both his/her FAA cSEP (land) and MEP (land) and he/she does the skill test for the MEP (land) class rating, then

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automatically a CR SEP (land ) class rating will be obtained.

( Note: To obtain the CR MEP (land) the candidate should also comply with the conditions as described below under "Additional conditions Class Rating (CR) MEP"

## Class Rating (CR) SEP

Will be automatically awarded when obtaining a PPL (A), as above defined under Annex I.1 of this data sheet.

### Additional Conditions for issuance of an EASA Class Rating (CR) MEP

A holder of an FAA license comes into consideration for the single pilot CR MEP (land) in the EU if the applicant is the holder of a current FAA 'multi-engine (land) MEP rating " The CAA verifies the validity with the FAA.

( Note: a CR 'multi-engine for which a type rating is required in the EU will not be accepted for conversion. And an FAA validation is not eligible for conversion. )

### Instruction and experience requirements

Candidate complies with the requirements under PPL (A) as above defined under Annex I.1 of this data sheet;

Applicant can demonstrate it he/she complies with the minimum instructional requirements and experience requirements as described for the CR MEP in Part-FCL Subpart H;

The required hours of instruction and experience referred to under paragraph 3 may have been done in the FAA system. If the hours have been accumulated in the FAA system, they are logged in accordance with the FAA system. All the hours in the EU Part-FCL system are logged according to the EU Part-FCL system. In case of instruction enjoyed at an ATO responsible for the care of the training for the CR MEP (land) provides the ATO the course completion certificate which is given to the applicant who has complied with the required instruction hours in accordance with Annex 3 to the BASA.

### Hours of instruction and experience already gained are credited as follows:

The required 70 hours of flight experience as PIC on airplanes may be done both in the FAA system as well as in the EU Part-FCL system or a combination of both. The theory exam and the

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minimum required 7 hours of theoretical instruction in 'multi-engine operations' may be replaced by comparable theoretical instruction in the FAA system. Candidates which hold (1) a valid FAA instructor certificate with the privilege of instruction in multi-engine operations or (2) hold a valid FAA multi-engine type rating, gain exemption from the required theoretical instruction and the theory exam; The minimum required 2 hours and 30 minutes dual flight instruction in 'single pilot multi-engine operations' under normal conditions and the minimum required 3 hours and 30 minutes dual flight instruction in 'engine failure procedures' and 'asymmetric flight techniques' may be acquired through comparable dual flight instruction in the FAA system or with comparable flying experience as PIC on 'single-pilot multi-engine airplanes'. The candidate which has not fully completed the above-mentioned instruction and experience hours in the FAA system completes the missing instruction in accordance with Part-FCL in an EASA ATO responsible for the conversion.

## Night Rating

A holder of an FAA license comes into consideration for the EASA Night Rating (A) certification under the following conditions: (Note: a candidate can do this simultaneously with the conversion to a PPL (A))

### FAA certification

Applicant is holding the privilege for night flying by means of a valid FAA Night certificate (Note: this is recognizable by the absence of the limitation of privileges for night flying and he/she is 'current' in accordance with the FAA regulations and holds a valid FAA medical certificate. The CAA verifies the validity with the FAA

(Note: an FAA validation is not to be eligible for conversion. )

The Applicant has at least 5 hours total time in airplanes during the night. These 5 hours include at least 3 hours of dual control instruction; and minimum 1 hour overland navigation of at least 50 km (27NM) carried out under dual control instruction and 5 solo take-offs and 5 solo landings during which the aircraft is brought to a complete stop.

The logbook / flight record contains at least the type of aircraft in which the training has taken place, it's registration, the number of flights, and the total received instruction hours.

Dual received Instrument flight time, and the exercises which were performed during the night

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rating training should be properly logged in the candidate’s logbook. The ATO or DTO will keep this documentation for at least 3 years after the training has been completed.

The required instruction and experience hours may have been performed both in the FAA system as well as in the EU Part-FCL system, so they can be acquired in any combination of both. In case the hours have been accumulated in the FAA system, they are logged in accordance with the FAA system. In case the hours are gained in the EU Part-FCL system they should be logged according to the EU Part-FCL system logged.

In the case of instruction partly given by an EASA school, the ATO or DTO responsible for the training of the Night Rating (A) provides a course completion certificate which is given to the applicant as soon as he/she has complied with the required instruction hours partly obtained in the US and in the EU in accordance with Annex 3 of the BASA accords.

## Instrument Rating

<b>CONVERSION FROM FAA IR to EASA IR for people with more than 50 hours PiC</b>	
IR docs + CAA comm + ATO overhead	
10 hrs of briefings	€ 666
4 hrs of SEP-IFR on C172 aircraft (Estimated)	€ 1,752
1 hr SEP-IFR Skilltest	€ 268
total	€ 2,685
<b>CONVERSION FROM FAA IR to EASA IR for people with more than 50 hours PiC*</b>	<b>€ 2,685</b>
*(Prices excluding examination fees, landing fees not on homebases and , medical examinations, language proficiency examinations & pilot supplies. hrs depending on entry level of candidate & individual theory homework support & brush-ups needed)	

A holder of an FAA license comes into consideration for conversion of his IR (A) in the EU under

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the following conditions:

(Note: a candidate can convert his IR simultaneously with a PPL (A) in the PPL (A))

## FAA certification

Candidate shows a valid IR rating in his FAA certificate and is 'current' in accordance with the FAA regulations. To this end at least one copy of the certificate and a copy of his / her flight log is required. The FAA verifies the validity of the IR with the FAA. The converting ATO should keep a copy of the IR training hours performed under FAA and EASA for at least 3 years.

(Note: an IR obtained as "Instrument Rating Foreign Pilot" and / or an FAA validation are not eligible for this conversion .)

## FAA Medical certificate

Candidate shows a valid FAA medical certificate.

(Note: An FAA 'BasicMed Authorization' cannot be used for this conversion)

Candidates will obtain from a Class I FAA medical certificate at least a valid EU medical certificate class II with IR instrument privileges.

## Language proficiency

The endorsement 'English proficient' in the FAA certificate is converted into an LPE level 4. The validity period of this LPE 4 runs from the last documented 'flight review'.

(Note: If a candidate wishes to obtain a higher LPE, he/she can obtain one by doing a new LPE test with an approved EASA LPE test center.

(Note: Both commercial multi-crew- and Instrument flight time are logged differently under EASA and FAA so we encourage students to strictly separate EASA flight hours and FAA flight hours in different EASA and/or FAA approved logbooks.

## Theoretical knowledge

Candidate shows he/she has the required theoretical knowledge in the subjects 'Air law', 'Flight Planning and Monitoring' and 'Communication' at the level of the IR:

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- By means of obtaining a pass in the written theory exams conducted by the any ESA CAA
- By means of experience; If the candidate has at least 50 hours IFR flight as PIC on airplanes in IMC conditions as stipulated by FAA logging requirements then he/she can prove the necessary theoretical knowledge during an oral examination by an ILT designated examiner;

(Note: if the candidate does not pass the theory test which is conducted by the examiner and/or the candidate fails the subsequent skill test twice he should get additional IR-theory theoretical instruction at an ATO and do the IR or CBIR theoretical exam at a thereto competent aviation authority in an EU Member State.

## Skill Test

Candidate passes the skill test for an IR (A). This skill test is conducted by an IRE(A) in accordance with Part-FCL. Prior to the skill test the examiner checks if all the necessary instruction- and experience hours and theoretical knowledge requirements according to the FAA and EASA are satisfied.

When converting to an EASA IR (A) MEP rating, the candidate will do the skill test on a MEP (land) plane. If the IR candidate is already a holder of both SEP and MEP privileges on his FAA license, he/she will automatically get an IR (A) SEP as well.

The skill test for the IR (A) and the PPL (A) can be combined, provided that the examiner is approved for both skill tests and that all required components of the exams are examined.

## Theoretical exams, both oral and written option:

If a candidate who has both an FAA PPL (A) and an FAA IR (A) applies on the basis of the BASA accords with the above prescribed described procedures, the prior by the CAA designated Flight Examiner orally checks the theoretical knowledge required for both the PPL (A) and the IR (A) prior to the practical skill test.

All written theory exams are conducted in accordance with Part-FCL. That means the multiple-choice questions are selected from the European Central Question Bank and the exam is passed with at least 75% of the questions answered correctly. The candidate should pass all IR or CBIR theoretical examinations within a period of 24 months. When the candidate fails the necessary theoretical examinations after 4 attempts (read 4 attempts per subject) he/she should undergo additional theoretical instruction. The then required theoretical instruction is

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determined and performed by an ATO approved for giving theoretical instruction for the IR (A).

## Instruction and experience hours

The candidate for the SP IR (A) ME has the minimum required instruction provided as needed for the SP IR (A) ME as described in Part-FCL Appendix 6 Section A. This instruction may be replaced by similar experience as PIC on SP MEP wing aircraft.

The required instruction and experience hours may be acquired both in the FAA as well as in the EU Part-FCL system or in a combination of both. If the hours have been accumulated in the FAA system, they are logged in accordance with the FAA system. And the hours gained in the EU Part-FCL system are logged according to the EU Part-FCL system. In case of a conversion cared for by an EASA ATO responsible for the relevant IR (A) or CBIR (A) training provided to the ATO a course completion certificate which is given to the applicant has complied with the required instruction hours in accordance with Annex 3 to the BASA.

The required instrument flight instruction as described in Part-FCL Appendix 6 Section A may be acquired in the FAA system with a comparable amount of instrument flight experience as PIC on ME airplanes after issuance of the IR(A) by the FAA. A candidate who wants to convert must also comply with the slightly differently logged flying experience rules in the FAA system and should follow his missing training hours with the EASA ATO responsible for his ME IR (A) training.

## BASA ACCORDS ACCLIMATISATION TRAINING

For reduction of the acclimatization training within the EASA ATO responsible for the care of the relevant IR (A) conversion candidate will determine the level of the candidate and the corresponding flying exercises to be checked are based on the "modular IR (A) flying training syllabus" of Part-FCL Appendix 6 Section A. The ATO determines how much instruction is required to get to the required level for the IR (A) skill test. The minimum required EASA ATO training time is 10 hrs. The candidate is exempt from this acclimatization training if he/she complies with the following conditions:

- *Applicants have a minimum of 50 hours of flight time IFR as PIC on aeroplanes following the issuance of the IR(A) by the FAA.*
- *10 hrs of Instrument flight time on airplanes in EU EASA airspace with "sole reference to instruments and without external references" as logged in the FAA system may count*

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*towards the required ATO conversion hours under the condition that the hours were flown under an IFR clearance and an IFR flightplan record is available on record and signed by the candidate.)*

*( Note: There is another route for IR conversion, used by people with less than 50 hrs PIC IFR with proof in the form of IR flight plans: The CBIR (Competency Based IR) Here the 10 experience hours are replaced by an assessment flight followed by 10 hours of dual IR training in an ATO)*

## ATPL Theory

A full ATPL theory course and exam must be taken (14 subject) no exceptions. (A confirmed experienced airline pilot may start work immediately after he proves he follows an ATPL theory course and if he/she passes the theoretical exam within 2 years.)

## Commercial Pilot License (ATP/CPL) FAA

CONVERSION FROM FAA ATP TO EASA frozen ATPL for low-time pilots with minimum 50h PIC in IMC	
Books + Docs + CAA comm + ATO overhead	€ 500
ATPL theory course 14 subjects	€ 2,972
PPL Training as req (est 5h incl exam) (C152)	€ 1,590
Night Rating automatically converted with PPL	€ 0
3h MEP (PA34)	€ 1,755
2.5h ME/IR (1,5h SIM & 1h PA34)	€ 1,625
2h SEP-IR/MEP-VFR/MEP-IR Skill test	€ 1,300
7.5h CPL (2,5h PA34 + 5h C152)	€2,308
1.5h CPL Skill test (PA34)	€878
MCC	€ 2,535
UPRT	€ 1,755
total	€ 17,216

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<b>TOTAL EASA frozen ATPL CONVERSION*</b>	<b>€ 17,216</b>
*(preliminary pricing subject to CAA approval. Prices excluding landing fees not on homebases and , examination fees, medical examinations, language proficiency examinations, RT license & pilot supplies. hrs depending on entry level of candidate & individual theory homework support & brush-ups needed)	

An FAA CPL can be converted and the minimum training time after obtaining the NQ and IR is 50% of the normally required 15 hrs = 7.5 hrs. However all is depending on the performance of the student making the training shorter or longer than the general 50% rule. An additional reduction of 10% per 100 hrs PIC flight hours might be possible up to a maximum of 90% of the syllabus hours. However the ATO can apply to the local CAA with a different proposal after an assessment flight with the candidate.

## Multi Crew Coordination (MCC)

The ICAO MCC cannot be converted and should be done again at an EASA approved ATO

## Upset Prevention and Recovery Training (UPRT)

The UPRT cannot be converted and should be done again at an EASA approved ATO

## CONFIRMED AIRLINE PILOTS WITH EXTENSIVE EXPERIENCE

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<b>CONVERSION FROM FAA/ICAO ATP to EASA ATPL for confirmed pilots with 1500 hrs of which 500 multi-crew, 100 night etc.</b>	
ATPL theory course 14 subjects	€ 2,972
Online Questionbank Access 12 months	incl
Skilltest on qualifying multi-crew aircraft, price variable	Ask quote
Jeppesen Student Route Manual	incl
total	€ 2,972
<b>TOTAL EASA ATPL CONVERSION*</b>	<b>€ 2,972</b>
*(preliminary pricing subject to CAA approval. Prices excluding landing fees not on homebases and , examination fees, medical examinations, language proficiency examinations, RT license & pilot supplies. hrs depending on entry level of candidate & individual theory homework support & brush-ups needed)	

For confirmed airline pilots with extensive experience wishing to convert to an EASA ATPL and that already hold a Multi-Crew aircraft Type-Rating and a third ICAO country ATP: Experience 1500 TT of which a.o. 500 hours in multi crew, 100 hours night etc.:

- EASA ATPL Theory course all 14 subjects to be finished within 2 years. Proof of enrollment will give the candidate the privilege to start work as a crew member immediately on EASA reg. aircraft.
- A new EASA Language Proficiency Endorsement check (LPE)
- A new EASA Class 1 Medical
- A new EASA R/T exam
- Skill Test with an EASA TRE (Type Rating Examiner) the candidates current ICAO Multi Pilot Aircraft (or sim)

There is also the possibility of getting a temporary equivalence (12 months) when doing the theory course. You just perform the skill test. This equivalence can be prolonged to 24 months if you can prove that you are working on the above full conversion in an EASA ATO. (Flight School)

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## FI, IRI & CRI RATINGS

Unfortunately EASA still has no provision for conversion of the above ratings

## TYPE RATINGS

Type rating conversion is possible, but for this service we need to send your file to the appropriate authority.

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## ICAO to EASA Conversion

### Private Pilot License PPL(A)

CONVERSION FROM ICAO PPL to EASA PPL	
3 hrs of briefings	€ 163
PPL 2 Theory subjects Human Performance & Airlaw + docs + overhead	€ 322
4 hrs SEP-VFR (Estimated)	€ 1,131
1 hr SEP-VFR Skilltest	€ 197
total	€ 1,813
<b>TOTAL EASA PPL CONVERSION*</b>	<b>€ 1,813</b>
*(Prices excluding landing fees not on homebases and , examination fees, medical examinations, language proficiency examinations & pilot supplies. hrs depending on entry level of candidate & individual theory homework support & brush-ups needed)	

A candidate who holds a PPL pilot license for the category "Airplane", issued by an ICAO country comes into consideration for an EU PPL (A) under the following conditions:

#### ICAO license certification

The candidate can demonstrate that he/she has a valid ICAO certificate and is 'current' in accordance with the local CAA/ ICAO regulations. To this end at least a copy of the certificate and the logbook is required. The CAA verifies the validity of the certification document with the ICAO CAA.

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(Note: a "Sports and Recreational Pilot Certificate, TMG rating, type rating or ICAO validation is not eligible for conversion .)

## Medical Certificate

Candidate should undergo an EASA medical class I or class I with an approved EASA AME (Aero Medical Examination Center)

( Note: a 'ICAO BasicMed Authorization' can not be used for conversion )

## Language proficiency & R/T license

The candidate should undergo a new EASA R/T test (IFR or VFR) and an EASA LPE test and should achieve minimum LPE level 4.

## Theoretical knowledge

Prior to the skill test the candidate shows the necessary theoretical knowledge in the subjects 'Air law' and 'Human Performance' by taking a written exam with an approved EASA/ CAA examination centre.

## Skill Test

The skill test is conducted in the class for which the candidate wishes to obtain the class rating (read CR SEP (land) or CR MEP (land). If the candidate wishes to convert both his/her ICAO SEP (land) and MEP (land) and he/she does the skill test for the MEP (land) class rating, then automatically a CR SEP (land ) class rating will be obtained.

( Note: To obtain the CR MEP (land) the candidate should also comply with the

conditions as described below under "Additional conditions Class Rating (CR) MEP"

## Class Rating (CR) SEP

Will be automatically awarded when obtaining a PPL (A), as above defined under Annex I.1 of this data sheet.

## Additional Conditions for issuance of an EASA Class Rating (CR) MEP

A holder of an ICAO license comes into consideration for the single pilot CR MEP (land) in the EU

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if the applicant is the holder of a current ICAO 'multi-engine (land) MEP rating " The CAA verifies the validity with the ICAO CAA

(Note: a CR 'multi-engine for which a type rating is required in the EU will not be accepted for conversion. An ICAO validation is not eligible for conversion. )

## Instruction and experience requirements

Candidate complies with the requirements under PPL (A) as above defined under Annex I.1 of this data sheet;

Applicant can demonstrate it he/she complies with the minimum instructional requirements and experience requirements as described for the CR MEP in Part-FCL Subpart H;

The required hours of instruction and experience referred to under paragraph 3 may have been done in the ICAO system. If the hours that have been accumulated in the ICAO system, they are logged in accordance with the ICAO system. All the hours in the EU Part-FCL system are logged according to the EU Part-FCL system. In case of instruction enjoyed at an ATO responsible for the care of the training for the CR MEP (land) provides the ATO a course completion certificate which is given to the applicant who has complied with the required instruction hours in accordance with Annex 3. Generally, the training requirements for conversion are 50% of the required hours (6 for CR MEP/IR = 3 hrs) An additional reduction of 10% per 100 hrs PIC flight hours is possible up to a maximum of 90% of the syllabus hours. The IR portion can be done with the CB-IR conversion either by first doing SEP-IR and then MEP-IR or MEP-VFR+IR immediately as described in this document. If the ATO thinks the required hours are different they will make a training program that has to be submitted to the local CAA for approval.

## Hours of instruction and experience already gained are credited as follows:

- The required 100 hours of flight experience as PIC on airplanes may be done both in the ICAO system as well as in the EU Part-FCL system or a combination of both.

## Night Rating

A holder of an ICAO license comes into consideration for the EASA Night Rating (A) certification under the following conditions:(Note: a candidate can do this simultaneously with the

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conversion to a PPL (A )

## ICAO certification

Applicant is holding the privilege for night flying by means of a valid ICAO Night certificate and he/she is 'current' in accordance with the ICAO regulations and holds a valid ICAO medical certificate. The EU CAA verifies the validity with the ICAO CAA

(Note: this is recognizable by the absence of the limitation of privileges for night flying )

(Note: an ICAO validation is not to be eligible for conversion. )

The Applicant has under ICAO regulations completed a course consisting of 5 hours total time in airplanes during the night. These 5 hours include at least 3 hours of dual control instruction; and minimum 1 hour overland navigation of at least 50 km (27NM) carried out under dual control instruction and 5 solo take-offs and 5 solo landings during which the aircraft is brought to a complete stop.

The logbook / flight record contains at least the type of aircraft in which the training has taken place, it's registration, the number of flights and the total received instruction hours.

Dual received Instrument flight time, and the exercises which were performed during the night rating training should be properly logged in the candidate's logbook. The ATO or DTO will keep this documentation for at least 3 years after the training has been completed. The standard EASA ATO training time for an NQ is 50% (5/2=2.5 hrs) An additional reduction of 10% per 100 hrs PIC flight hours might be possible up to a maximum of 90% of the syllabus hours. However, the ATO can apply to the local CAA with a different proposal after an assessment flight with the candidate.

In the case of instruction partly given by an EASA school, the ATO or DTO responsible for the training of the Night Rating (A) provides a course completion certificate which is given to the applicant as soon as he/she has complied with the required instruction hours obtained in the EU in accordance with Annex 3 of the BASA accords.

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## Instrument Rating

<b>CONVERSION FROM ICAO IR to EASA IR</b>	
IR docs + CAA comm + ATO overhead	€ 1,559
10 hrs of briefings	€ 666
ATO Cessna 172 G1000 + Instructor (10h)	€ 4,379
1 hr SEP-IFR Skilltest	€ 268
total	€ 6,872
<b>CONVERSION FROM ICAO IR to EASA IR for people with more than 50 hours PiC*</b>	<b>€ 6,872</b>
*(Prices excluding examination fees, landing fees not on homebases and , medical examinations, language proficiency examinations & pilot supplies. hrs depending on entry level of candidate & individual theory homework support & brush-ups needed)	

A holder of an ICAO license comes into consideration for conversion of his IR (A) in the EU under the following conditions:

(Note: a candidate can convert his IR simultaneously with a PPL (A) in the PPL (A))

### ICAO certification

Candidate shows a valid IR rating in his ICAO certificate and is 'current' in accordance with the ICAO regulations. To this end, at least one copy of the certificate and a copy of his / her flight log is required. The EU CAA verifies the validity of the IR with the ICAO CAA. The converting ATO should keep a copy of the IR training hours performed under ICAO and EASA for at least 3 years.

(Note: an IR obtained as "Instrument Rating Foreign Pilot" and/or an ICAO validation are not eligible for this conversion .)

### ICAO Medical Evidence

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Candidate will obtain a Class I EASA medical certificate from an approved EASA AME (Aero Medical Examiner) or a class II medical with class I hearing test in case of PPL-IR instrument privileges.

## Language proficiency

The candidate will undergo a new LPE test with an approved EASA LPE test center.

(Note: Both commercial multi-crew- and Instrument flight time are logged differently Under EASA and ICAO so we encourage students to strictly separate EASA flight hours and ICAO flight hours in different EASA and/or ICAO approved logbooks.)

## Theoretical knowledge

Candidate shows he/she has the required theoretical knowledge by passing the EASA ATPL written exams, the IR written exams or the CB-IR written exams.

- By means of experience; If the candidate has at least 50 hours IFR flight as PIC on airplanes in IMC conditions as stipulated by ICAO logging requirements then he/she can prove the necessary theoretical knowledge during an oral examination by an ILT designated examiner;

(Note: if the candidate does not pass the theory test which is conducted by the examiner and/or the candidate fails the subsequent skill test twice he should get additional IR-theory theoretical instruction at an ATO and do the IR or CBIR theoretical exam at a thereto competent aviation authority in an EU Member State .)

## Skill Test

Candidate passes the skill test for an IR (A). This skill test is conducted by an IRE(A) in accordance with Part-FCL. Prior to the skill test the examiner checks if all the necessary instruction- and experience hours and theoretical knowledge requirements according to the ICAO and EASA are satisfied.

When converting to an EASA IR (A) MEP rating, the candidate will do the skill test on a MEP (land) plane. If the IR candidate is already a holder of both SEP and MEP privileges on his ICAO license, he/she will automatically get an IR (A) SEP as well.

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The skill test for the IR (A) and the PPL (A) can be combined, provided that the examiner is approved for both skill tests and that all required components of the exams are examined.

All written theory exams are conducted in accordance with Part-FCL. That means the multiple-choice questions are selected from the European Central Question Bank and the exam is passed with at least 75% of the questions answered correctly. The candidate should pass all ATPL, IR or CBIR theoretical examinations within a period of 24 months. When the candidate fails the necessary theoretical examinations after 4 attempts (read 4 attempts per subject) he/she should undergo additional theoretical instruction. The then required theoretical instruction is determined and performed by an ATO approved for giving theoretical instruction for the ATPL, IR or CBIR (A).

## Instruction and experience hours

The candidate for the SP IR (A) ME has the minimum required instruction provided as needed for the SP IR (A) ME as described in Part-FCL Appendix 6 Section A. This instruction may be replaced by similar experience as PIC on SP MEP wing aircraft.

The required instruction and experience hours may be acquired both in the ICAO as well as in the EU Part-FCL system or in a combination of both. If the hours have been accumulated in the ICAO system, they are logged in accordance with the ICAO system. And the hours gained in the EU Part-FCL system are logged according to the EU Part-FCL system. Logged. The minimum amount of hours required in the EASA ATO is 10 plus an assessment flight prior to the conversion course. The maximum amount of flight training hours for a conversion based on the CB-IR is 40 but all accumulated dual IR training hours and solo PIC hours IFR in the ICAO country can be credited to a maximum of 30, leaving the above mentioned min. of 10 hours in the EASA ATO.. In case of a conversion cared for by an EASA ATO responsible for the relevant IR (A) or CBIR (A) training provided to the ATO a course completion certificate which is given to the applicant has complied with the required instruction hours.

The required instrument flight instruction as described in Part-FCL Appendix 6 Section A may be acquired in the ICAO system with a comparable amount of instrument flight experience as PIC on ME airplanes after issuance of the IR(A) by the ICAO. A candidate who wants to convert must also comply with the slightly differently logged flying experience rules in the ICAO system and should follow his missing training hours with the EASA ATO responsible for his ME IR (A) training.

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## ATPL Theory

A full ATPL theory course and exam must be taken (14 subjects) with no exceptions. (A confirmed experienced airline pilot may start work immediately after he proves he follows an ATPL theory course and if he/she passes the theoretical exam within 2 years. See below)

## Commercial Pilot License (ATP/CPL) ICAO

<b>CONVERSION FROM ICAO ATP TO EASA frozen ATPL for low-time pilots not having commercial airline experience &gt; 1500h</b>	
Books + Docs + CAA comm + ATO overhead	€ 500
ATPL theory course 14 subjects	€ 2,972
PPL Training as required (estimated 5h) (C152)	€ 1,590
3h Night Rating (C172)	€ 1,063
10h IR (CBIR) incl exam (C172)	€ 5,653
3h MEP-VFR (PA34)	€ 1,755
2.5h ME/IR (1,5h SIM & 1h PA34)	€ 1,625
2h MEP-VFR/MEP-IR Skill test	€ 1,300
7.5h CPL (2,5h PA34 + 5h C152)	€2,308
1.5h CPL Skill test	€878
MCC	€ 2,535
UPRT	€ 1,755
total	€ 23,932
<b>TOTAL EASA frozen ATPL CONVERSION*</b>	<b>€ 23,932</b>
*(preliminary pricing subject to CAA approval. Prices excluding landing fees not on homebases and , examination fees, medical examinations, language proficiency examinations, RT license & pilot supplies. hrs depending on entry level of candidate & individual theory homework support & brush-ups needed)	

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An ICAO CPL can be converted and the minimum training time after obtaining the NQ and IR is 50% of the normally required 15 hrs = 7.5 hrs. However all is depending on the performance of the student making the training shorter or longer than the general 50% rule. An additional reduction of 10% per 100 hrs PIC flight hours might be possible up to a maximum of 90% of the syllabus hours. However the ATO can apply to the local CAA with a different proposal after an assessment flight with the candidate.

## Multi Crew Coordination (MCC)

The ICAO MCC cannot be converted and should be done again at an EASA approved ATO

## Upset Prevention and Recovery Training (UPRT)

The UPRT cannot be converted and should be done again at an EASA approved ATO

## CONFIRMED AIRLINE PILOTS WITH EXTENSIVE EXPERIENCE

For confirmed airline pilots with extensive experience wishing to convert to an EASA ATPL and that already hold a Multi-Crew aircraft Type-Rating and a third ICAO country ATP: Experience 1500 TT of which a.o. 500 hours in multi crew, 100 hours night etc.:

- EASA ATPL Theory course all 14 subjects to be finished within 2 years. Proof of enrollment will give the candidate the privilege to start work as a crew member immediately on EASA reg. aircraft.
- A new EASA Language Proficiency Endorsement check (LPE)
- A new EASA Class 1 Medical
- A new EASA R/T exam
- Skill Test with an EASA TRE (Type Rating Examiner) the candidates current ICAO Multi Pilot Aircraft (or sim)

There is also the possibility of getting a temporary equivalence (12 months) when doing the theory course. You just perform the skill test. This equivalence can be prolonged to 24 months if you can prove that you are working on the above full conversion in an EASA ATO. (Flight School)

## FI, IRI & CRI RATINGS

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Unfortunately EASA still has no provision for conversion of the above ratings

## TYPE RATINGS

Type rating conversion is possible, but for this service we need to end your file to the appropriate authority.

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## General Introduction ExecutiveFlight training

### Price

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All conversions are tailor-made and depend on a lot of criteria as you will read below.

ExecutiveFlight has opted for the “Ryanair” concept as its business strategy. This means that we are able to offer our ATPL training for less than half the regular NL price. Our unique low-cost method saves you many tens of thousands of euros, partly because the landing fees in the border regions in Belgium, France, and Luxembourg are lower than in the Netherlands. But we also use school hardware (aircraft/sims) on a lease or rental basis with several low-cost partners in the EU. very easily accessible discount airlines across Europe. Finally, ExecutiveFlight has a very high degree of automation and we calculate with very low overheads.

Read more about our discount strategy here: <https://www.executiveflight.nl/en/why-executiveflight/>

## Our current training locations are:

**Hazeldonk/Breda -Theory Location 'Meer' (B):** Theory PPL/IR/EIR/CBIR/ATPL

**Breda Int'l airport 'Seppe' (NL):** PPL/IR/CBIR

**Adriatic (300 sunny days per year):** PPL/IR/EIR/CBIR/NQ/CPL/MEP/FI/IRI/CRI

**Spain:** MCC/UPRT

**Czech rep:** CBIR

**Our discount locations and innovative training concept saves you 1000's of Euro's,** Most locations are only a day trip away for most people, so you can simply combine your flight training with work, study or family without having to pay high relocation or travel costs.

With ExecutiveFlight you do not pay a large part of the entire training in advance. And we will not tie you immediately to big contracts or high loans as seen elsewhere. “You pay as you go”.

An Example: All EASA exams, licenses, and certifications in Europe are exactly the same, EASA took care of that. But the prices and flexibility are very different. In NL you can go only a few times a year for your Private Pilot (PPL) or Airline Transport Pilot License (ATPL) theory exam and this will cost you no less than 3,392, - Euro. And... the CBR has awful backlogs due to a lack of funding, staff, and covid, so you need to wait a very long time. The PPL exam can only be taken in Dutch in NL.

**With ExecutiveFlight all theory exams for the PPL and ATPL together will cost you only €595!** That is no less than €2,797 savings compared to the CBR! And you can do them all in English and very fast without long waiting times of months.

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## The total cost of ownership of the airline pilot theory course (ATPL)

During the ATPL distance learning theory course, you are normally 3 weeks internally for progress tests and a brush-up. Imagine the cost of 3 weeks not working and driving from/to the school or a hotel with meals...

With ExecutiveFlight you can do the brush-up online and in the evenings. Imagine the savings!

	Other Schools		ExecutiveFlight
Course price	€ 3095,-	Course price	€2450,-
Exam cost	€ 3392,-	Exam cost	€ 595,-
Travel/ Stay/brush-up cost	€ 1200,-	Travel/ Stay/brush-up cost	€ 90,-
2-3 weeks of not working	€ 2000,-	2-3 weeks of not working	€ 0,-
<b>TOTAL</b>	<b>€ 9687,-</b>		<b>€ 3135,-</b>

So at ExecutiveFlight, the 'total cost of ownership for the ATPL theory training is, therefore, no less than 6500,- Euro lower!

**N.B: At ExecutiveFlight you will receive a guaranteed answer to all your theory questions from a dedicated ground instructor team within 48 hours and you will also have access to the best ATPL question bank with fully detailed answers for almost all existing exam questions so that you can study quickly!**

## Quality

The quality of the flight training in the surrounding countries is better than is possible in the Netherlands alone, because there are many flight restrictions in NL and because the available space is very limited. In Belgium, France, and Germany flight schools are still allowed to operate from international IFR airports so that you are exposed to professional flight procedures and radio traffic from the start. Furthermore, the Ardennes are close by and these hills are ideal for learning on higher ground. This area has historically been an ideal training ground for several European Air Forces: Small short grass runways, hills/mountains, low clouds, and a few visual reference points. Finally, most FIs at ExecutiveFlight are airline or air force pilots with a lot of

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experience. So you will not be trained by last year's students!

## Flexibility

In addition to full-time students, Executive Flight Academy is also completely focused on people with a job and/or a family. We adapt to you instead of you to the flight school! So you can start and stop and train, brief, and study wherever and whenever you want at ExecutiveFlight!

All theory lessons, briefings, and part of the work in the simulator are given in Meer (B) near Breda.

- **Distance Learning System. (DLS)** The Distance Learning System of the course is easy to follow online. It consists of an online distance learning package together with EASA's best-rated question bank using the actual live EQCB database questions.
- **Classroom ATPL theory lessons.** These classes are given both live and online every Tuesday evening from 1900-2200 on the NL-B border near Breda.
- **Home Work Support. (HWS)** This can be scheduled at any time with one of our ATPL Theoretical Knowledge Instructors (TKI)

So our “web-enabled” distance learning system allows you to study wherever and whenever you want! Our method makes sure you can do a lot by yourself, in your own time and speed, and when it suits you. This is a lot cheaper and saves a lot of time and travel costs. That way you don't have to drive up and down the school for stuff you already understand. And don't worry, the more complicated topics are always explained by a teacher, simply with a piece of chalk in front of the blackboard during the theory lessons in Meer on Tuesday evenings from 1900-2200. Or online using MS Teams

We also always let students sit in the back of the planes. This so-called ‘backseating’ allows you to watch another student. Very often the backseater learns more than the flying student!

Finally, we install a home SIM on your laptop that enables you to practice procedures by yourself so you can do your courses in minimum time! We are the only academy working in this way. Bad for turnover but good for the student!

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