

FAIRCHILD SA227
PROGRAM
PRESENTATION

aeronova

THE COMPANY

Aeronova is part of the Grupo Suñer Holding and was founded in 1996 as a cargo charter company.

Nowadays the main business of the company is still the cargo business but, thanks to the ability of its aircraft to change configuration, it also operates passenger flights which constitute an increasingly important part of its business. One of the key of its success is its innovative approach to the business, as well as its aircrafts and its policy of no return to base of its aircrafts.

Aeronova has two “bases” in Spain, however, unlike a regular airline, Aeronova only uses its bases as a place where change the configuration of its aircrafts and perform routine maintenance operations. The policy of no return to base of its aircrafts implies that our aircrafts are constantly scattered across Europe. If, for example, a customer requires a flight from London to Paris the aircraft will go from its present position to London and than from there to Paris. Once there though, the aircraft will not be moved until the next customer calls.

Since the position of our aircraft constantly varies Aeronova’s pilots usually stay at home during their off-duty periods and the company buys them a ticket to get from their assigned base to wherever the plane is at the start of their working period, and will provide them with a ticket to go back to base once completed their duty period.

Our first officers as well as captains will stay with the aircraft for two weeks following it wherever it goes. During this time the company will pay for the pilot’s accommodation (usually hotel accommodation), breakfast, and the necessary transport expenses (to and from airports etc...). Moreover when on duty the pilots will also receive a daily allowance on top of their wage of which they may use part for lunch and dinner and save the rest as an extra part of the wage.



STRUCTURE OF THE COURSE

The course is composed of 2 programs, an initial one and a follow up.

The initial program includes a type rating and an average of 2 months working contract (which could be in several separate not continuing contracts) with a guaranteed 120 hours of flight. In this phase the student will go through an initial ground school phase of 10 days to get acquainted with the aircraft systems and satisfy the theoretical requirements of the civil aviation authorities. During this time the student will be required to stay in Valencia and will have classes all day 09:00-14:00 and 15:30-18:30 (Lunch-break between 14:00 and 15:30)

Once completed the theory the student will proceed to the practical phase of the type rating which includes 8 hours of flight which will be performed during “empty legs” and positioning flights.

Having completed the training phase the student will have to pass an exam and, once completed all the necessary paperwork, will join the company’s regular operations, for an estimated time of 2 months, as a first officer.



During this time the student will receive the same treatment of all other first officers, which includes paid hotel accommodation, paid transport, breakfast and a wage. (see next section for further details)

The access to the follow-up program will depend on availability (that is usually very limited) and the student’s performance in the previous part of the course. The course is structured in a similar way to the initial one, with the obvious difference in the lack of need for a type rating. Students who successfully complete the first phase and receive favorable reports from their instructors and captains will be granted access to this phase.

This phase will be, in essence, an extension of the previous working contract for a further 2-3 months, meaning that the pilot will get, once again, the 120 hours guarantee and the same treatment of all other first officers.

It should also be noted that, although the training phase of the program is limited in time, most of the experience is gained during the regular operation phase where the student will experience real airline life, and will get to fly to a considerable number of airports, practicing anything from steep approaches in the Swiss alps, to endless holding patterns above Heathrow. As well as all kinds of weather, from the desert climate of Libya to the frozen runways of Russia and Norway.

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PRICES

The price of the initial program is of 16500 €
And the price for the follow-up is of 8000 €
Please note that the 120 h per 2 month period
(which could be in several separate not continuing
contracts) is a guaranteed number of hours.

PAYMENT METHOD

For the first phase of the training we offer the
possibility of fractioning the payment as follows:

- 4000 € to reserve the place
- 8500 € before starting the theoretical training
- 4000 € before the paperwork is sent to the civil
aviation authorities for the issuing of the license

ENSURING YOUR PLACE ON THE PROGRAM

In order to ensure your place on the program you
must sent the initial 4000 € to the bank account
we will provide you.

And forward your license and the necessary
documents to the following e-mail address:
comercial@aeronova.com

Please make sure that you indicate your full name
in both the bank transfer and the e-mail you send
us with the documentation. In the case of bank
payment please also remember to include the
reason for the payment, (initial payment, second
payment etc..)

PILOT'S OPINION

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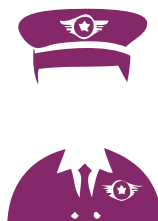
Thanks to the
experience
achieved flying
in Aeronova, I
feel much more
comfortable flying
in Europe.

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I planned to get
experience with a
C-172 flying in USA
but at the end I did
the SA227 program
in Aeronova. The
experience has
been very useful
in my professional
life.

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COME AND FLY WITH US

CONTACT

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