

FLIGHT PROGRAMS - FAR PART 141

ATP PROGRAM I1481 total hours

The Airline Transport Pilot is the highest certificate a pilot can receive. A pilot must have a total of 1500 flight hours before applying for this certificate. Prior to entering this program a pilot must have completed Commercial, Instrument, Multi-Engine and Instructor Ratings (CFI & CFII). Utilizing the Instructor Rating, the pilot will join our staff to build flight time and experience. Pilots will be compensated for flight instruction, ground instruction, and simulator time. (International students must have a valid F-1 visa with Optional Practical Training (OPT) approval from the Department of Homeland Security).

Pilots will also be trained under FAR Part 135 to become Single-Engine Charter Pilots, and then, Multi-Engine Charter Pilots. The pilot will increase knowledge in TurboProp and TurboJet systems with the use of simulators.

Additionally, due to the demanding environment of today's high-tech cockpits, there is a greater emphasis on multi-engine crew coordination between the captain and first officer. The CRM/ Human Factors course was added to train the pilot to become familiar with what will be expected of them in this environment.

The Glass Cockpit Training Course was added to provide the pilot with the ability to operate within a multi-crew environment while managing the advanced systems found in today's new generation aircraft.

At the end of this program the pilot will be trained for the Airline Transport Pilot Certificate. This program will make the pilot ATP qualified in multi-engine aircraft with knowledge of advance turbine systems.

AIRLINE DISPATCHER PROGRAM 306 total hours

FAA approved six-week program for U.S. and international students. Train for career dispatcher positions with airlines throughout the world. Subjects include Meteorology, FAA regulations, Aircraft Systems and Performance, Air Traffic Control, Flight Planning and more. An Airline Dispatcher plans flights (based on weather, aircraft maintenance, airport navigational facilities, Notices to Airmen, alternate airports, etc.) The Dispatcher also may cancel or delay flights to ensure the safety of each flight. You typically work in a central office that controls all the flights for your airline. The Dispatcher is indeed a very important person in the operation of an airline.

PRESCREENING FOR THE PROFESSIONAL I AND PROFESSIONAL III PROGRAMS

Statement of Understanding

Students who desire to enroll in the Professional Program I or Professional Program III will be given that opportunity based on their performance in the Private Pilot Course. Students who have completed their Private license elsewhere will be subject to the prescreening process while taking the Instrument Rating course. After completing the Private (or Instrument) course, this experience will help you understand the level of dedication and commitment required to become a professional pilot. Phoenix East Aviation looks at the following areas to determine eligibility for the professional programs.

1. Must be a full-time student (Students attending another school full-time are not eligible).
2. Desire to enter the program.
3. Students complete the Private Pilot course (or Instrument Rating) on time or within 150% as scheduled.
4. Students have satisfactory performance in completing the stages and final exam.
5. Student has made course payments as scheduled.
6. Students are interviewed prior to acceptance into the program.

Students that are denied entry into the program are still eligible to enroll into the next course.