

A hand is shown holding a model airplane against a bright blue sky with a sun flare. The airplane is a multi-engine jet, and the hand is positioned as if presenting it. The overall mood is aspirational and focused on aviation.

NewCAG
Air academy

GET YOUR WINGS WITH US!

**AVIATION
SCHOOL**

BRUSSELS SOUTH CHARLEROI AIRPORT



ABOUT US

Air Academy New CAG is a flight school founded in the 70's by Berty Graux at Brussels South Charleroi Airport, in Belgium. It is the oldest flight school of the airport.

Since then, Air Academy New CAG has kept on growing and in 2013, it has expanded its activities to Saint-Hubert.

In 2014, the school added two Diamond DA40 to its fleet and based an Cessna 152 to Saint-Hubert, adding then a fourth plane to the fleet over there. New CAG replaced its Cessna 182 by a Diamond DA42 and acquired a new Flight Training Device, an Alsim AL42, in 2015. Later that year, the school took possession of its second DA42 and based a Cirrus SR20 to Liege Airport.

In 2016, the school was the first in Belgium to have both its DA42 and its simulator certified for Performance Based Navigation (PBN) approaches, following EASA regulations, before receiving in 2018 a DA40 IFR equipped with Garmin 1000 and also certified for PBN approaches.

After ordering it in April 2016, the school received the very first Sonaca 200 in December 2018 and is expecting the second two in early 2019. The school has been a sponsor of the Belgian Gliding Championships for the past few years.

Air Academy New CAG is an Approved Training Organisation according to the European Standards PART-ARO.



LOCATION



Air Academy New CAG has located its main activities at *Brussels South Charleroi Airport*. This enables us to benefit from a first class infrastructure, a 24/7 Air Traffic Control (ATC) and customs facilities. Furthermore, the student will have to integrate the traffic from an international airport, which is an invaluable acquired experience.

The airport can be easily reached thanks to its situation close to the motorway networks. This is a perfect setting for general aviation and even more for instruction.

Our school has built a strong cooperation agreement with the military airbase at Florennes situated just a few minutes flight away, where we can practise specific radar approaches (PAR) as well as standard IR approaches.

We also opened a third base at Saint-Hubert, in the Ardennes, in 2013.

WHY CHOOSE AIR ACADEMY NEW CAG FOR YOUR FUTURE?

As the industry forecast a major growth in pilot demand, now is the time to take the plunge and start your training!



Boeing Forecasts Unprecedented 20-Year Pilot Demand as Operators Face Pilot Supply Challenges
<http://boeing.mediaroom.com>

But, why choose Air Academy New CAG to get your wings? With about 30 flight instructors, a douzain aircraft and a Flight Training Device, Air Academy New CAG has been known for its efficient training programs.



Our modern facilities, latest equipment, significant and well-maintained fleet allow us to offer a particularly successful training to our students. Our vast experience in pilot training is one of the best in Belgium and our success rate at the official exam of the Belgian Civil Aviation Authority has been exceptionally high for several years.



New CAG has trained several hundred of private and professional pilots among which some are currently working for airline company in the entire world.

“

*ASK ANY PILOT HOW THEY STARTED FLYING
AND YOU WILL HEAR A LOVE STORY*

”

LEARN TO FLY

Air Academy New CAG offers a comprehensive program of theoretical and flight training designed thanks to the experiences gathered by our flight instructors in light aircraft as well as some of the most complex twin-engine.

Air Academy New CAG has opted for a modular program, whose main benefits are :

- A better control of your expenses
- Progress at your own pace
- The possibility to spread the training over time by taking a break in-between modules or to fast forward the process according to your availability
- Each module grant access to a licence or a rating according to EASA regulations

At the end of your training :

- You will be able to exercise the privileges of a Professional Pilot Licence (CPL);
- You will hold the rating :
 - *Single Engine Piston (SEP) and Multi Engine Piston (MEP);*
 - *Instrument Flight Rules (IR-ME);*
- You will receive a certificate of completion of Multi-Crew Cooperation (MCC)

There are 8 modules organized so as to allow you to follow the training in the best conditions possible and at a reasonable price. These modules are :

- Module 1 : Obtain a Private Pilot Licence - PPL
- Module 2 : Attend the the theoretical Airline Transport Pilot Licence in class or via distance learning - ATPL
- Module 3 : Acquire the minimum experience required for the following modules
- Module 4 : Obtain your Night Rating - NVFR
- Module 5 : Obtain your Multi Engine Piston rating - MEP
- Module 6 : Obtain your Instrument Rating - IR-ME
- Module 7 : Obtain your Professional Pilot Licence - CPL
- Module 8 : Attend to a Multi Crew Coordination training - MCC

PRIVATE PILOT LICENCE - PPL(A)

Have you ever dreamed of becoming a pilot? Are you an aviation lover? It won't be long before you can take off with your passengers to your favorite holidays destination or even to your business meeting. The private pilot licence will allow you to act as pilot in command on any type of aircraft that you will be qualified for. The exercise of the privileges of this licence does not entitle you to any remuneration or any financial benefit and whatnot.

THEORETICAL TRAINING

Lessons are taught during the evening, twice a week, during a 6-months period in Charleroi, Brussels or at the aerodrome of Saint-Hubert. Classroom courses are only given in French.

The full program is divided into 9 subjects :

- Aircraft General Knowledge;
- Performances in Flight and Flight Preparation;
- Meteorology;
- Navigation;
- Human Factors and Limits;
- Air Law and ATC Procedures;
- Communication;
- Operational Procedures;
- Principle of flight.



The theoretical knowledge examination takes place at the Belgian Civil Aviation Authority in Brussels. The test consists in 124 multiple-choice questions based on the 9 subjects. In order to succeed the examination, the candidate must obtain 75% in each subjects.

SCHEDULE

- Charleroi
 - September to February
 - February to July
- Brussels
 - September to February
 - February to July
- Saint-Hubert
 - October to March

DISTANCE LEARNING

The PPL theoretical training is also available via Distance Learning. Our platform, InfoWERK offers slideshows and questions banks which allows you to study at your own pace and organise your schedule at your own convenience.

DLS training is only available in English.

**OUR EXPERIENCED INSTRUCTORS
WILL TEACH YOU
THE BEST WAY TO FLY**

PRIVATE PILOT LICENCE - PPL(A)

PRACTICAL TRAINING

The training includes a minimum of 45 hours of flight including at least 25 hours in dual control with a flight instructor and 10 hours in solo under supervision.

At the end of the training, you will take the official practical examination after which you will be entitled to exercise the privileges of the licence.

Requirements

In order to obtain the licence, you must :

- Be 17 years of age (at the time of the practical examination);
- Have a minimum experience of 45 hours of flight among which 25 hours must be in dual control, 10h hours of solo flight and maximum 5 hours can take place on simulator;
- Have attended the training within an ATO or an approved centre;
- Have succeeded the theoretical examination at the Civil Aviation Authority;
- Hold a valid Medical Licence Class 1 or 2;
- Hold an English Language Proficiency certificate.

**THE PRIVATE PILOT LICENCE WILL ALLOW YOU TO BE YOUR OWN CAPTAIN !
BE ONE OF THE FIRST PILOTS TO FLY ON THE BRAND-NEW BELGIAN AIRCRAFT : THE
SONACA 200.**



MEDICAL LICENCE

Each pilot should always hold a valid medical licence. It is his or her responsibility to have it with him/her before each flight and to revalidate it in time.

Which medical licence do you need as a pilot?

- Candidate for a Private Pilot Licence should pass a Medical Licence Class 2
- Candidate for ATPL / CPL / IR have to pass a Medical Licence Class 1

Where can you take the Medical Licence?

- Class 2

For an initial examination for the PPL, you can pass the examination at an Authorized Medical Examiner, all of which you can find on the BCAA website (<http://mobilit.belgium.be>) or you can pass the examination at an Aeromedical Centre (see below).

- Class 1

For an initial examination ATPL / CPL / IR, you have to pass the medical examination at an Aeromedical Centre from the list below. However for revalidation of your Medical Licence Class 1, you can either pass the examination at an Aeromedical Centre or at an Authorized Medical Examiner.

Federal Aviation Medical
(MEDEX-CEMA)

Place Victor Horta 40/10
1060 Bruxelles

Tél.: +32 (0)2 524 97 97
eclg-cema@health.fgov.be

Centre de médecine aéronautique
CMA (SPF Défense)

Quartier Reine Astrid - Bloc B, niveau -1
Rue Bruyn - 1120 Bruxelles

Tél.: +32 (0)2 264 52 55
cma@mil.be

Brussels Aviation Medical

Brussels Airport - Building 26
1930 Zaventem

Tél.: +32 (0)2 416 22 70
info@brusselsaviationmedical.be

English Language Proficiency

If a pilot uses the official radio, he/she must demonstrate his/her ability to speak English as the official language for communication in the Belgian airspace is English, according with the EASA PART-FCL.055 regulations.

There are different level for the English Language Proficiency :

- » Level 4 (Operational Level) - Valid for 4 years
- » Level 5 (Extended Level) - Valid for 6 years
- » Level 6 (Expert Level) - Unlimited

» Air-English - www.air-english.com
» AVIAtest - www.aviatest.eu



NIGHT VISUAL FLIGHT RULES - NVFR

Program

Theoretical training

The candidate will attend a 5 hours theoretical briefing over night flight techniques

Practical training

The practical training consists of 5 hours of flight including 3 hours in dual control and 2 hours of solo flight.

Requirements

In order to begin the NVFR training you must hold a valid Private Pilot Licence.

Schedule

Several sessions are organized throughout winter (from October to March)



TIME BUILDING



To this end, our students can have the opportunity to fly with a Sonaca 200 or a Diamond DA40 of our fleet whenever they want to. During this module, you will be able to share this experience with your friends, family and other students, across the Belgian and the European airspace.

Each year, we also organise an Air Rallye during a weekend of summer, where participants have to overfly some waypoints and everyone gets together at an outdoor airfield to spend the night.

The candidate for a professional training must acquire a minimum of flight time and some other requirements in order to reach the following modules.

This point will be detailed in greater detail later but the key points are :

- » 70 hours as Pilot In Command (PIC) to begin the Multi-Engine training
- » 200 hours total flight time, in which a minimum of 100 hours as PIC and a navigation of 300nm have been achieved for the CPL training



AIRLINE TRANSPORT PILOT LICENCE - ATPL

Theoretical part of the professional pilot training

To be an airline pilot, the candidate has to follow the ATPL theoretical training. This training consists of 14 subjects divided into 2 blocks (Block A & Block B).

In order to begin this module the candidate must hold a PPL licence and we strongly recommend a valid EASA Medical licence Class 1.

Block A

- Flight planning & monitoring
- Mass & Balance
- Performance
- General Navigation
- Radio Navigation
- Principles of flight
- Human performance & limitations

Block B

- Airframe/systems/power plant
- Instruments/electronics
- Air law
- Meteorology
- Operational procedures
- VFR communications
- IFR communications



CLASSROOM LEARNING

Lessons are taught in Charleroi from Monday to Friday from 9.00 to 12.00 and from 13.30 to 16.30. There are two blocks of 4 months each. The first one begins in September and the second one in February. You can either begin in September or January, there is no precise order to follow.

DISTANCE LEARNING

Our platform, InfoWerk offers slideshows and questions banks which allows you to study at your own pace and organise your schedule at your own convenience. However it must be noted that a minimum of 65 hours of classroom learning are mandatory during the training.

The theoretical knowledge examination takes place at the Belgian Civil Aviation Authority in Brussels. It is a computer based test, divided into two parts. The test consists in multiple-choice questions based on the 14 subjects. In order to succeed the examination, the candidate must obtain 75% in each subjects.

MULTI ENGINE PISTON RATING - MEP

The MEP rating will allow the candidate to fly on an MEP class airplane like the Diamond DA42. To attend the training, the candidate must have completed at least 70 hours as PIC.

THEORETICAL TRAINING

The candidate will attend 12 hours of theoretical briefing. At the end of the training, he or she will have to succeed to a theoretical exam over the plane used for the rating (Diamond DA42 Twinstar), with a minimum score of 75%.

PRACTICAL TRAINING

The training part consists of a minimum of 6 hours flight in dual control.



INSTRUMENT FLIGHT RULES - IR-ME

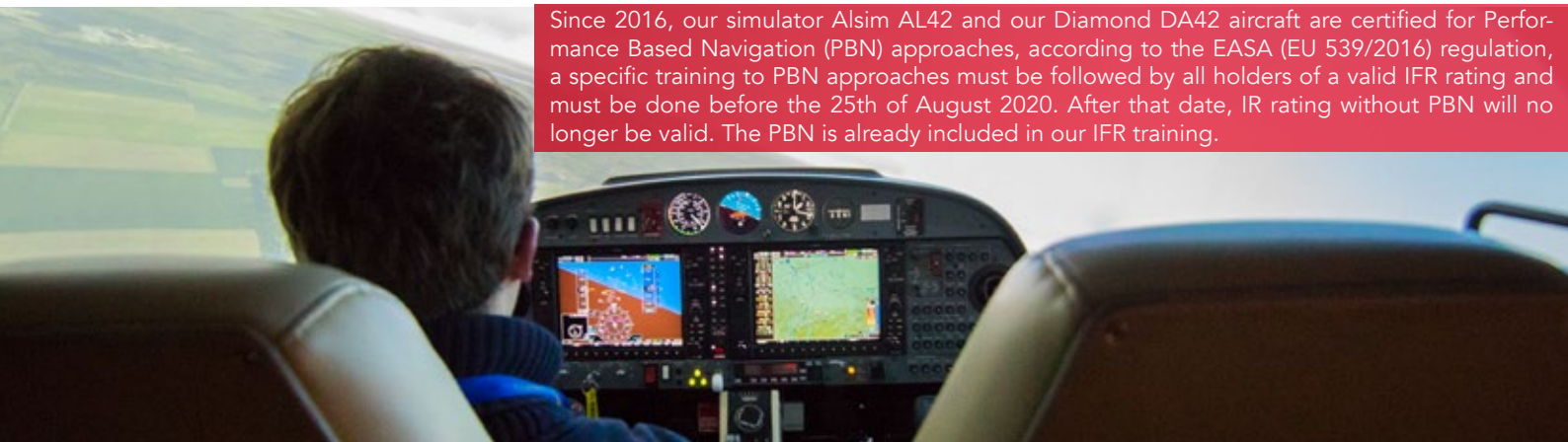
The Instrument Rating will enable you to carry out flights when weather does not allow visual conditions. You will then fly only by means of your instruments without any outside visual reference.

PRACTICAL TRAINING

The IR practical training is divided into two parts :

- » The first part consists in « Basic Instruments Flying » with 40 hours on simulator FNPT II Alsim AL-42.
- » The second part is geared towards « Flight Procedures » and « IFR Navigation » with 15 hours of flight on Diamond DA42.

Each session includes a ground briefing after which you will put theory into practice during a flight then increasing the efficiency of your instrument flying training.



Since 2016, our simulator Alsim AL42 and our Diamond DA42 aircraft are certified for Performance Based Navigation (PBN) approaches, according to the EASA (EU 539/2016) regulation, a specific training to PBN approaches must be followed by all holders of a valid IFR rating and must be done before the 25th of August 2020. After that date, IR rating without PBN will no longer be valid. The PBN is already included in our IFR training.

COMMERCIAL PILOT LICENCE - CPL



The CPL training will take the student up to a professional level with all the knowledge and skills required for his/her future career in an airline.
The practical training must be of 15 hours in dual control and focuses essentially on « precision navigation » and the ability to fly the aircraft used.



PRACTICAL TRAINING

- » 10 hours on Diamond DA40 G1000
- » 5 hours on Diamond DA42

REQUIREMENTS

To obtain the CPL the candidate must:

- » Be 18 years of age (at the time of the practical examination);
- » Hold a valid Medical Licence Class 1;
- » Have a minimum experience of 200 hours of flight, including :
 - 100 hours as Pilot in Command;
 - 20 hours cross country including a flight of 300 Nm avec 2 full stop en route;
- » Hold a night rating

MULTI CREW COOPERATION CERTIFICATE - MCC

For the MCC training, Air Academy New CAG is working together with **Venyo**. The training allows you to develop teamwork in a multi crew environment.

The objectives are to optimise decision-making, communication, task division, use of checklists, mutual supervision, teamwork and support throughout all phases of flight under normal, abnormal and emergency conditions. The focus of the course is to teach students the basics of the functioning of crew members as a team in a multi-crew environment, not simply as a collection of technically competent individuals. Furthermore the course will provide students with the opportunities to practice the skills necessary to be effective team leaders and members, both in pilot flying and pilot non-flying role.

The MCC helps you prepare for any technical interview as required by airline companies.



The training consists in 25 hours of theoretical briefing followed by 20 hours of practice on B737NG simulator.



GET YOUR WINGS WITH US!

NewCAG

Air academy

AIR ACADEMY NEW CAG
BRUSSELS SOUTH CHARLEROI AIRPORT
RUE DES FUSILLÉS
6041 GOSSELIES - BELGIUM

ATO BE-005
+32 (0)71 35 77 77
info@newcag.be
www.newcag.be



Professional Pilot Training (frozen ATPL)

Rate from January 2020

Private Pilot Licence	
<u>Theoretical course</u>	
Ground courses (+ books)	949,00 €
Total	949,00 €
<u>Practical training¹</u>	
30h dual on Sonaca 200	6 426,00 €
10h solo on Sonaca 200	1 452,00 €
5h dual on simulator (Alsim AL42)	695,00 €
Pilot equipment (approximately)	600,00 €
Total	9 173,00 €
TOTAL	10 122,00 €

Building hours	
90h solo on Sonaca 200 ²	13 068,00 €
TOTAL	13 068,00 €

Night VFR rating (NVFR)	
NVFR Briefing 5h	189,00 €
3h dual on DA40 ³	627,00 €
2h solo on DA40 ⁴	280,00 €
TOTAL	1 096,00 €

Theoretical ATPL ⁵	
650h ground courses	6 900,00 €
Oxford books	1 050,00 €
TOTAL	7 950,00 €

MEP + IR + CPL	
<u>ME training⁶</u>	
MEP Briefing 12h (SOP + CL)	245,00 €
6h dual VFR on DA42	2 457,00 €
<u>IR-ME training⁷</u>	
IFR Briefing 12h	245,00 €
Pack simulator (unlimited, valid for 1 year)	1 999,00 €
40h simulator instruction	3 480,00 €
15h dual IFR on DA42	6 336,00 €
<u>CPL training</u>	
10h dual on DA40 G1000 ⁸	2 715,00 €
5h dual on DA42 ⁹	2 069,00 €
TOTAL	19 546,00 €

All our prices include VAT

Landing fees outside Charleroi are not included

The number of hours mentioned is a minimum established by legal requirements (EASA Part-FCL)

However, it is possible that overtime could be necessary in order to reach the appropriate qualification level

Professional Pilot Training (frozen ATPL)

Rate from January 2020

Advanced Upset Prevention and Recovery Training (Advanced UPRT)

Theoretical course

5h Computer Based Training (CBT)

Practical training

5 dual flight training sessions on Extra 330LX (3 hours blocktime)

TOTAL

2 150,00 €

Special rate for candidate who have completed a MEP-IR & CPL course with Air Academy New CAG

Multi Crew Cooperation with Jet Orientation Course (MCC-JOC)

Theoretical course

25h theoretical knowledge

Practical training

20h as a crew in a Boeing 737-800 Flight Training Device

(Same simulator as used during the 1st phase of the initial B737 300-900 type rating)

(10 hours as Pilot Flying and 10h as Pilot Monitoring)

TOTAL

4 350,00 €

Special rate for candidate who have completed a MEP-IR & CPL course with Air Academy New CAG

or who have completed an UPRT course with Air Academy New CAG

TOTAL

58 282,00 €

All our prices include VAT

Landing fees outside Charleroi are not included

The number of hours mentioned is a minimum established by legal requirements (EASA Part-FCL)

However, it is possible that overtime could be necessary in order to reach the appropriate qualification level

Air Academy New CAG SCRL • Brussels South Charleroi Airport • B-6041 Gosselies • Belgium

VAT BE0828.367.825 • Tel +32 71 35 77 77 • Email info@newcag.be

NOTES

- ¹ Hourly rate for aircraft (Sonaca 200): 145,20€
Hourly rate for instructeur SEP VFR: 69€
Hourly rate on the AL42 simulator SEP: 70€
Others: medical exam, theoretical examen, ELP examen,...
Not included: practical exam + examiner fee
- ² Hourly rate for aircraft (Sonaca 200): 145,20€
- ³ Estimated price for 3 training sessions based on the following hourly rate: 200€ Flight Time
≈ 150€ Block Time (Block Time = Flight Time + 18 minutes)
Hourly rate for instruction: 69€ Block Time
- ⁴ Estimated price for 2 training sessions based on the following hourly rate: 200€ Flight Time
≈ 150€ Block Time (Block Time = Flight Time + 18 minutes)
- ⁵ Not included: theoretical exam
- ⁶ Estimated price for 5 training sessions based on the following hourly rate: 430€ Flight Time
≈ 315,00 € Block Time (Block Time = Flight Time + 18 minutes)
Hourly rate for instruction: 89€ Block Time
- ⁷ The simulator must be booked with an instructor
Estimated price for 11 training sessions based on the following hourly rate: 430€ Flight Time
≈ 315,00 € Block Time (Block Time = Flight Time + 18 minutes)
Hourly rate for instruction: 89€ Block Time
Not included: practical exam + examiner fee
- ⁸ Estimated price for 6 training sessions based on the following hourly rate: 225€ Flight Time
≈ 180,00 € Block Time (Block Time = Flight Time + 18 minutes)
Hourly rate for instruction: 89€ Block Time
- ⁹ Estimated price for 4 training sessions based on the following hourly rate: 430€ Flight Time
≈ 315,00 € Block Time (Block Time = Flight Time + 18 minutes)
Hourly rate for instruction: 89€ Block Time
Not included: practical exam + examiner fee