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A training center which made history

In 1970, Gérard PIC, a seasoned pilot with a gliding pilot background, founded the first professional flying school in the private sector.

8 500
Pilots trained

37 000
Flight hours per
year (average)

49
Employees

420 000
Hours of training

180
Students in full
program per year

420
Training courses
per year

An extensive international presence

Main Bases

Perpignan
Toussus-le-Noble
Valence

France

Aix les Milles
Sarlats
Troyes



Abroad

Madagascar
Senegal
Maroc

Engineering schools

Saint Quentin
Toulouse
Sceaux
Laval
Ivry

Strategically designed pedagogical choices

The pedagogical method adopted by the school is based on a traditional foundation of experience and numerous positive feedbacks from airlines.

Personal and professional relationships are important and privileged. Student pilots benefit from personalized support as they build their career plans.

The learning conditions are perfectly configured and parameterized by a large team of professionals.

Teaching is based on the European EASA system, which is closely monitored and evaluated throughout the year, through audit programs, under approval FR.ATO.0038, by the people responsible for overseeing this approval.

Our bases - Perpignan

Between the sea and the mountains, this region offers you everything you need to succeed and enjoy your training. The Pyrénées-Orientales region enjoys exceptional annual sunshine (over 300 days of sunshine a year) between the Pyrenees and the Mediterranean Sea, in the south of the Occitanie region. The setting and geographical location of Aéropyrénées will enable you to develop in optimal conditions.

OVER 300 DAYS OF SUNSHINE A YEAR

CLOSE TO MAJOR AIRPORTS

INTERNATIONAL AIRPORT

FAVORABLE WEATHER FOR IFR AND VFR OPS

OPTIMAL TRAINING IN VARIABLE WIND

CONDITIONS

12 CLASSROOMS

1 FLIGHT PREPARATION ROOM

2 FNPTII / MCC JOC SIMULATORS

2 PART 145 MAINTENANCE WORKSHOPS

27 AIRCRAFTS LISTED IN THE FLEET

19 ROOMS DEDICATED TO OUR TRAINEES



Paris - Toussus-le-Noble

At the gateway to Paris, the school has a number of major advantages for all stages of Airline Transport Pilot training.

Toussus-le-Noble airport is ideally located. The airport is home to a wide range of activities, including business and leisure aviation. In particular, it is one of the few aerodromes in the Ile-de-France region to offer professional pilot training. This is made possible by the fact that the airfield is fully equipped and open at night.

COMPLEX CONTROLLED AIRSPACE

HIGH-DENSITY COMMERCIAL TRAFFIC

CLOSE TO MULTIPLE AIRPORTS AVAILABLE

FOR TRAINING

REAL IFR CONDITIONS

NEAR TO MAJOR AIRPORTS

5 CLASSROOMS

2 FLIGHT PREPARATION ROOMS

1 FNPTII SIMULATOR

1 PART 145 MAINTENANCE WORKSHOP

10 AIRCRAFTS LISTED ON THE FLEET



The profession of Airline Pilot

The profession of airline pilot remains one of the most envied professions. It represents a major challenge for airlines. How do you become a professional pilot? What are the prerequisites and working conditions?

An airline pilot is a member of the company's cabin crew. They are in charge of the flight and the aircraft they operate, from flight preparation to passenger safety. During flight preparation, they must ensure that all factors inherent to the flight are taken into account (route to be flown, meteorology, aircraft weight and fuel management).

Once in the cockpit, he must prepare the flight and configure the instruments accordingly. During the flight, he remains solely responsible on board to the authorities (administrative and civil). He's also in charge of all communications with control towers, from engine start-up to terminal arrival.

20 to 24 months

Average length of
initial training

70 to 90 hours

Number of flight hours
in the cockpit per month

2.000€ to 4.500€/month*

Average salary at start
of career

12.000€ to 20.000€/month*

Average salary at end
of career

*Average salary given for reference only



The career plan

Once the Commercial Pilot License (CPL) has been obtained, the career of the Airline Transport Pilot is launched.

By the time they graduate, pilots will have completed over 200 hours of practical training. Airlines around the world have different prerequisites. Some low-cost airlines may offer you a position as soon as you leave school, while others may require as many as 500 or even 750 hours to pass their selection process. Initially, you will be able to choose between the various opportunities offered after the completion of your training :

- First Officer in various companies (Ryanair, Volotea, Vueling, Tui, EasyJet...)
- Aerial work: parachute drop, photography, medical transport, freight...
- Business aviation
- Flight instruction at an Aeroclub or an ATO (professional training center)

Later, as your flying hours and qualifications progress, you will be able to widen your search to all companies and prepare your selections.

From First Officer to Captain

From right seat to left seat.

Your career will start as First Officer, on short/medium haul aircrafts.

During your career, you will progress to become Captain on the aircraft.

Later, depending on your experience, you may move up to larger aircraft.

For each aircraft, a class/type rating (training on the machine itself) must be completed.

What are the differences between First Officers and Captains ?

The difference between the Captain and the First Officer lies in their responsibilities.

However, flying is the same for both. As a First Officer, you support the Captain in allocating tasks throughout the flight.

Decision-making is shared between crew members.

Professional Pilot Training



Becoming an Airline Pilot - Two different options

The Airline Transport Pilot profession is accessible following professional training at a school approved by the French Civil Aviation Authority (DGAC).

This means you can take the full course after the baccalaureate, or as part of a professional retraining program. Two options are available :

Integrated ATP Training

Modular Training

Find out more about the content of these two courses offered by Aéropyrénées.

Integrated ATP - ATPL Ab-initio Training

ATPL training is the quickest way to apply for a job with a company.

It gives you the chance to start ATPL theory lessons straight away (with no PPL prerequisites), and to fly your first hours in parallel after lessons, or on weekends if you wish (the school is also open on Saturdays and Sundays for the practical part).

You can start your training without any previous flying experience.

The main prerequisite is to pass a Class 1 medical examination.

Modular ATP - The step-by-step training

Modular training enables you to follow the step-by-step path to becoming a Commercial Pilot.

To do this, you will need to start with the Private Pilot training (theory and practice).

Once you've obtained this initial license, you will be able to start the ATPL theory course.

At the same time, you will need to complete the 300 Nautical Miles navigation and night flight qualification, before you can start the CPL (Commercial Pilot License). In modular training, the prerequisites for the CPL are a total of 175 flying hours, including a minimum of 100 hours as pilot-in-command (unlike in integrated flight, where the CPL is achieved after 75 hours of training, including 50 hours of supervised solo flying).

This difference is generally presented as the difference between hours flown as part of professional training versus hours flown as «leisure».

So, starting from 0, modular training may take around 12 months longer than integrated training (20-24 months).

Integrated ATP Ab-Initio Training

Prerequisites :

Minimum age : 18

Class 1 medical certificate

Good knowledge of English

Airline Pilot Training - ATPL Integrated

Train for your profession without prior aeronautical experience!

As part of your integrated training, Aéropyrénées established a formula that takes into account all your needs, thus keeping your investment to a minimum.

The Integrated ATPL is the quickest and most direct way to become an airline transport pilot in Europe or abroad. It is designed for candidates with no previous aviation experience.

Under certain conditions, it can also be of interest to pilots who have already flown a few hours.

Although it is not the only way to become an airline pilot, Integrated ATPL training is by far the most relevant course for future pilots.

Right from the start of their training, trainees will be integrated into a professional and adapted environment, in perfect harmony with their pedagogical and professional objectives.

The number of training hours is optimized and geared towards the skills required of a young pilot starting out in a company. The training process is divided into various stages, which we will explain as clearly as possible.

The training can be given in two languages :



French



English

Do you hold a PPL? The program can be adapted to your level.

If you currently hold a valid PPL (theory & practice), we can offer you a level assessment at the start of your training. Following this, we can offer you an adapted quote, which can deduct up to 25 hours of practice from the initial program.

The assessment will cover all the items you have seen during your PPL training.

Depending on the total number of hours you own at the start of your training, don't hesitate to contact our team to compare the most interesting training option for you, between integrated & modular.

Theoretical Training Program - ATPL

The ATPL, Airline Transport Pilot License, is the theoretical part of airline pilot training.

It is made up of 13 subjects or certificates taught over a 9-month period. Each module must be individually validated at the school (mock exam) and then by the DGAC.

The exam takes the form of a multiple-choice test. A score of 75% (i.e. 15/20) is required to pass the module.

The theoretical exam comprises 13 Certificates

- 010 - Air law
- 021 - Aircraft general knowledge
- 022 - Instrumentation
- 031 - Mass & balance
- 032 - Aircraft performance
- 033 - Flight planning and monitoring
- 040 - Human performance
- 050 - Meteorology
- 061 - General navigation
- 062 - Radionavigation
- 070 - Operational procedures
- 081 - Principles of flight
- 090 - Communication

ATPL's golden rules

You have 18 months (from the start of training) to complete the ATPL.

You need to validate the 13 certificates in a maximum of 6 sessions.

You may present the same certificate a maximum of 4 times

The new ATPL formula, the 100 KSA

This program, set up by the French Civil Aviation Authority and the EASA, is based on continuous formative assessment throughout the theoretical training, and in conjunction with the practical part.

So it is not a module you have to take at the civil aviation authority, but a continuous assessment within Aéropyrénées, via the e-learning platform, presented in the form of a serious game. This ensures a pedagogical link between theory and practice.

The 100 KSA will enable you to immerse yourself in your future professional context and job.

Practical Training program

From getting to grips with the machine to professional operations, you can start flying as soon as you start your theoretical ATPL, in parallel with the courses.

Phase 1 - Learning to fly

The initial learning phase, for all trainees who have never flown an airplane before, starts with acquiring the basic principles.

You will learn how a machine behaves, including turns, take-offs and landings, as well as the associated procedures (radio, climb, descent, etc.).

Phase 2 - Learning to navigate - Improvement

During the advanced flying phase, specific points such as emergency procedures (simulations of various breakdowns) and navigation management will be covered, leading the student to a solo release. He will then complete 10 hours of local flying under the supervision of his instructor.

Phase 3 - From solo improvement to CPL (Commercial Pilot Licence)

Once you have completed the first phases, you will need to complete 40 hours of solo flying. Then you will start the CPL, the Commercial Pilot Licence. This is recognized throughout Europe, and will enable you to be paid for your duties as pilot-in-command or co-pilot (in VFR flight), within flying clubs, small transport structures or aerial work companies. It is an excellent way for young pilots to gain practical experience, while building up their flying hours.

The CPL includes various flight or simulator sessions, combined with theory courses. Training lasts 5 to 6 weeks.

Phase 4 - IR/SE - MEP - IR/ME - PBN (Instrument Rating Single & Multi Engine)

The aim of IR training is to enable pilots to fly day and night under IFR (Instrument Flight Rules) and IMC (Instrument Meteorological Conditions) conditions.

Indispensable for potential employment within an air transport company, given that flights are carried out under IFR conditions, few jobs will allow you to be paid as a pilot for VFR flights.

MEP training is the qualifying course for piloting multi-engine aircraft. You will learn how to deal with asymmetries and engine failure in a variety of situations. Highly-anticipated by students during their training, the twin-engine flight will enable you to put into practice all the knowledge you have acquired in a real-life situation.

Phase 5 - Multi Crew Coordination / JOC

You will learn to share tasks within a technical crew in a simulator reproducing the position, performance & procedures of a commercial airliner.

UPRT Advanced - Unusual Position Recovery Training

Refer to page 18.

Modular Training



ATPI vs MODULAR

The integrated ATPL is designed for anyone with no previous aeronautical experience, or for holders of a PPL with no additional hours.

The modular path is interesting for employees wishing to take the commercial pilot training “à la carte”, in addition to their job for the theoretical part, for example.

It is also financially attractive for private pilots with a significant number of flight hours (>70 hours).

Modular Training - From private pilot to professional license

The modular curriculum offered by Aéropyrénées enables you to progress step-by-step through the various stages of training.

The first phase is the private pilot license (PPL).

Once you have obtained your PPL, you can follow the various theoretical and practical courses leading to the Commercial Pilot License (CPL), completed by the IR / MEP / MCC / UPRT.

PPL Training - Private Pilot Licence

This European license (Private Pilot Licence, or PPL) enables you to work as pilot-in-command on all types of aircraft (for which the pilot is qualified), unpaid and with passengers on board. It takes place over a period of 3 to 24 months, depending on the time you devote to it.

Once you've obtained your PPL, you can continue your training and apply for various license extensions (qualifications), such as night flying, flying on a different type of aircraft from the one on which you were trained, or mountain flying. You can also continue your training towards a professional license.

Prerequisites

Minimum age : 14

16 years old for the first solo flight

17 years old for the flight test

Class 2 medical certificate

In detail

60 hours of instruction (theory & practice)

30 flight hours of instruction

5 hours of simulator

10 flight hours of solo under supervision

Theoretical training

Preparation courses for the theoretical exam for the private pilot's license are given at the Aéropyrénées training center, in group courses or "à la carte" when you wish.

Regulations

Aircraft general knowledge and principles of flight

Performance, flight planning, navigation, meteorology, operational procedures

Human performance and its limits

Communication

Practical training

During these 45 hours, you will learn the basics of piloting and, above all, the different types of navigation.

This will enable you to manage the aircraft and its environment independently.

You will then be able to take additional qualifications, such as night flying, instrument flying (CB-IR) and more.

PPL training also includes an introduction to Flight Without Visibility.



**DESORMAIS DISPONIBLE EN
VISIOCONFERENCE!**

Theoretical ATPL on site or remotely

When you join ATPL on site, you will take classes with students from the integrated program (see p.13).

Aéropyrénées also offers distance learning of the ATPL Theory. This option may be a good compromise if you wish to complete your theory in addition to your job or studies. The details of the modules, the examination schedule and the prerequisites for entry to the course are the same as for the on-site ATPL Theory.

Training is punctuated by compulsory review sessions, either on site or by video (10 days in total), which take place every quarter. You will be supervised by a dedicated instructor who will accompany you throughout your training.

Maturation

Before entering the CPL program, you will need to complete a maturation period. This will enable you to obtain the required number of hours for the next training stage to become a professional pilot. Aéropyrénées offers you attractive rates on its fleet of aircraft.

CPL - Commercial Pilot Licence

The CPL commercial pilot's license allows you to fly for remuneration. On public transport aircraft, it enables you to perform the function of pilot-in-command and, coupled with an MCC, that of co-pilot. Training generally lasts 6 to 7 weeks.

Prerequisites

Class 1 medical certificate
 Current PPL - SEP - Night Flight up to date
 ATPL or CPL theory validated
 175 total flight hours, incl. 100 hours as PIC
 Have completed the 300 NM navigation

In detail

21 hours of lessons
 20 flight hours of instruction
 5 hours of simulator

MEP - Multi Engine Piston

MEP training will enable you to fly multi-engine aircraft. You will learn how to deal with the different scenarios specific to this class of aircraft.

Training takes place over a period of 1 to 2 weeks.

Prerequisites

Class 1 or 2 medical certificate
 70 flight hours as PIC
 Valid PPL or CPL

In detail

7 hours of lessons
 6 flight hours of instruction

Theoretical IR

Aéropyrénées now also offers IR Theoretical training, on site or by distance learning.

The IR Theory is made up of 7 modules or certificates, which must be validated by the DGAC, on the same principles as the ATPL.

Prerequisites

Class 1 or 2 medical certificate

Valid PPL A - SEP

In detail

On site : 5 to 6 months classroom training

Distance learning : 3 days of revision

Access to e-learning platform

IR-SE/ME - Instrument Rating Single/Multi Engine

The aim of IR training is to enable pilots to fly day and night in IFR (Instrument Flight Rules) and IMC (Instrument Meteorological Conditions) conditions. It also prepares the trainee for blind flight techniques.

IR is, of course, a prerequisite for employment with an air transport company, since flights are carried out under IFR conditions.

Training takes place on an FNPT II simulator and on board an aircraft.

Prerequisites

Minimum age : 18

Class 1 medical certificate

Hold a PPL (CB-IR) or a CPL

Hold ATPL ou IR Theory

70 flight hours as PIC

50 cross country flight hours

In detail

23 hours of lessons

15 flight hours of instruction on SE or ME

40 hours of simulator or

35 hours of simulator (if CPL holder)

CB-IR & BIR - IFR Training for PPL

Two training courses are also available for all private pilots. IR-CB (or IR Privé), and the new BIR formula (restricted to French territory, excluding FCL). The latter can be completed with a PPL license, but still requires validation of the IR Theoretical part beforehand.

Prerequisites

PPL

Class 1 or 2 medical certificate

In detail

20 hours of lessons

25 hours of simulator

15 flight hours of instruction

UPRT Advanced - Unusual Position Recovery Training

Since January 2020, new standards have come into force for all candidates wishing to start a Type or Class Rating on complex aircraft, and you have almost certainly already heard this new term : UPRT Advanced.

The UPRT (Upset Prevention Recovery Training) course is now compulsory before starting a qualification.

The Civil Aviation Authority has defined two formulas :

UPRT Basic :

This is an integral part of all Aéropyrénées CPL programs & consists of various handling exercises. It is now compulsory for all commercial pilot training.

UPRT Advanced :

You will be required to take this course before you can enter the type rating program. This is a short course (one week), which you can take either in Perpignan or Paris - Toussus le Noble.

The UPRT module trains pilots in abnormal flight conditions, enabling them to handle situations outside conventional flight envelopes (banked turns of over 45°, nose-up or nose-down attitudes of over 25°, spins and other abnormal flight phenomena).

The entire course lasts 1 week and is divided into 2 basic parts, a theoretical part and a practical part consisting of 4 in-flight sessions.

The aim of the course is to enable the candidate to perfect all his or her handling skills while flying, and for the most part to discover unusual position exits on a certified aerobatic aircraft.

Emphasis will be placed on building self-confidence in different situations, and on managing the surprise effect. All exercises will be designed to improve resilience, stress management and specific piloting skills.

The UPRT, now compulsory to enter the Type Rating, is offered on the R2160 at Toussus, and on the EXTRA 300 at Perpignan. For enthusiasts, an aerobatic cycle is also available.

Prerequisites

No license required

Class 1 or 2 medical certificate

In detail

5 hours of lessons

3 flight hours of instruction on PA28 type

1 flight hour on aerobatic aircraft



F-GYLR

ADRENALIN

WWW.AEROPYRENEES.COM

MCC JOC - Multi Crew Cooperation

MCC training teaches you how to work with a crew. Regulations governing the operation of public passenger transport aircraft require that the flight crew consist of two pilots.

The aim of crew training is to prepare and develop pilots' interpersonal skills, and to guide them in allocating and delegating tasks on board.

These tasks will be carried out by the PF - Pilot Flying, or the PM - Pilot Monitoring, in all phases of a flight, in normal, emergency or rescue conditions.

Pilots will become familiar with high-performance aircraft, equipped with complex circuits. The organization aboard such aircraft is far removed from the image the general public may have of them.

While the PF is in charge of piloting and navigation, the PM is responsible for managing parameters and communicating with control.

Crew work follows a very demanding logic, based on very precise rules for task distribution, communications, technical announcements and cross-checks.

Crew training is the final stage of training. Its effectiveness often determines success in company selection. MCC is therefore essential, and should never be neglected.

Its aim is to ensure that the candidate understands and performs all crew tasks and procedures satisfactorily, so as to guarantee an optimum level of decision-making, communication and feedback.

The basic methods of crew work (check-list, mutual supervision, support, precise vocabulary and interpersonal behavior) will be studied and applied in all phases of a flight in normal and/or degraded conditions, focusing on the general principles applicable to any aircraft.

Prerequisites

Hold a CPL

Hold a valid IR and MEP

In detail

25 hours of lessons

10 hours of simulator - P.M. position

10 hours of simulator - P.F. position

The JOC in detail

The JOC certificate, for Jet Orientation Course, means that this course is carried out on a jet-powered aircraft. It is a variant much sought-after by airlines. We offer the MCC - JOC on our ALSIM ALX simulator based in Perpignan. It reproduces a medium-haul jet aircraft.



Class & Type Ratings



Class & Type ratings

After your integrated, modular or direct access course, Aéropyrénées can offer you various machine qualifications.

The school can also offer you ATR, CITATION, DHC-6 & Merlin type ratings via its network of partners.

Did you know ?

The difference between a Class and Type rating :

The Class Rating is established for a group of aircraft meeting a specific requirement but not requiring a Type Rating. Here you will find, for example, a Class Rating for multi-engine piston aircraft.

Type Rating applies to all complex & HPA aircraft, such as those fitted with turbojet or turbo-prop engines. It also applies to all multi-pilot aircraft.

Class rating - CESSNA CARAVAN 208

Designed to replace the Beaver, Otter and early Cessna aircraft, the C208 Caravan is a low-cost, high-capacity, low-maintenance aircraft.

The Cessna Caravan is an ADAC (Short Take-Off and Landing) category aircraft. available in several models (fire detection, coastal patrol, agricultural work). It can be fitted with wheel, ski or float landing gear.

Under the belly of the Cessna C208, a cargo compartment can be stowed, increasing the aircraft's capacity.

Prerequisites

Class 1 or 2 medical certificate

Hold a valid PPL - SEP or CPL

70 flight hours as PIC

In detail

8 hours of lessons

3 flight hours of instruction

Other ratings via our partners :



ATR



CITATION - EFSTC



DHC-6 - Air Antilles

Flight Instructor Trainings



Instructor Trainings FI / IRI / CRI / IFI / etc.

In EASA member countries in Europe, the instructor requirement is a qualification (affixed to a license).

To provide training, an instructor must hold at least a valid license and the rating for which he or she is instructing.

License / Qualification	Experience	Privileges in instruction
PPL + FI	200h <small>min. 150h as PIC</small>	LAPL Restricted*
PPL + CPL Theory + FI	200h <small>min. 150h as PIC</small>	PPL Restricted*
CPL Practical + FI	200h <small>min. 150h as PIC</small>	PPL Restricted*
PPL or CPL + FI	100h <small>of instruction</small>	End of restriction
CPL + FI	100h <small>of instruction</small>	CPL

*Restriction implies supervision by an unrestricted instructor.

FI(A) Training - Flight Instructor

FI(A) training is an ideal gateway to the professional world. As an instructor with a flying club or training company (ATO), you will quickly build up your flying hours.

After that, you will be able to meet the requirements of airlines and companies that are recruiting. And with experience, you will be able to progress to more advanced qualifications (CRI, IRI, TRI).

An FI(A) instructor rating enables you to provide flight instruction for private (PPL) or commercial (CPL) pilot licenses.

The instructor must have a thorough knowledge of :

- the relevant regulations
- the programs taught
- different teaching methods
- practical exercises for student pilots

Prerequisites

Minimum age : 18

Hold a PPL or CPL

200 flight hours minimum

30 hours of SEP including min. 5 hours in

the last 6 months

In detail

25 hours of Psychopedagogy

100 hours of lessons / lectures / briefings

5 hours of simulator

19 flight hours of instruction

5 hours of mutual solo

*The FI(A) Night rating is also recommended to broaden your skill set.

Psychopedagogy Module

The Psychopedagogy module is a prerequisite for all aircraft instructor training courses.

Candidates who do not hold an FI qualification must complete this course before entering any instructor training program (IRI, CRI, etc.).

This module lasts one week, for a total of 25 hours.

This training course only needs to be completed once. If you are already an FI, for example, you will be exempt from this requirement for all other courses.

IRI Training - Instrument Rating Instructor

An IRI(A) instructor rating provides an instrument flight instruction rating. This will enable the trainee to subsequently provide flight instruction for private pilot licenses (PPL) or commercial pilot licenses (CPL) on IR ratings.

Aéropyrénées offers two types of course: FI IRI(A) or IRI(A) alone.

The FI IRI(A) generally follows an FI course taken at an ATO.

IRI(A) alone does not require FI(A) qualification. It can be carried out as part of an already extensive career, in an airline for example. The prerequisites are more stringent than for the FI IRI(A), and the psychopedagogy course must be taken if the candidate has not completed it during previous training courses.

Prerequisites

Minimum age : 18

Hold a CPL

200 flight hours min. including 150 as PIC

200 IFR flight hours including 50 max. FNPT (FI EXT IR)

800 IFR flight hours including 400 hours min. on airplane (IRI)

In detail FI Ext IR

7 hours of lessons / lectures / briefings

4 hours of simulator

1 flight hour of instruction

In detail IRI

25 hours of Psychopedagogy

10 hours of lessons / lectures / briefings

8 hours of simulator

2 flight hours of instruction

FI(A) holder? Benefit from FI ext IR training, which reduces training time.

CRI Training - Class Rating Instructor

The CRI rating is used to provide training for the issue of a single-pilot aircraft class rating. The holder can instruct on single-engine or multi-engine aircraft, provided he or she is suitably qualified.

Aéropyrénées currently offers 3 types of CRI extension:

- CRI-SEP (single-engine piston)
- CRI-MEP (multi-engine piston)
- CRI-SET (single-engine turbine, type C208)

Prerequisites

Minimum age : 18

Must hold the applicable class

30 hours as PIC on the class

A minimum of 500 flight hours

In detail

25 hours of Psychopedagogy

25 hours of lessons / lectures / briefings

5 flight hours of instruction

FI UPRT Training - Instructor Unusual Position Recovery Training

Since 2022, FI UPRT training has been registered by Aéropyrénées and is available to all ATOs or schools wishing to offer UPRT Advanced training.

This course must follow an initial UPRT Advanced course by the candidate.

An extension or renewal is also required to keep the qualification up to date.

Prerequisites

Hold an UPRT Advanced certificate

In detail

7 hours of lessons

2 flight hours of instruction

2 flight hours of aerobatics

MCCI Training - Multi Crew Cooperation Instructor

The MCCI (Crew Working Instructor) course will enable you to complete the MCC training offered at the end of an Airline Transport Pilot training course.

The primary objective of this training is to train you to coordinate a crew of two pilots. You will be under the supervision of a qualified instructor during scheduled flight sessions to learn how to manage an MCC and the associated environment (FNPT II).

The second objective will be to master the processes described in the MCC Training Manual, and to understand and program the pedagogical exercises defined in the instructor station.

Prerequisites

Minimum age : 18

Practical ATPL holder

1.500 flight hours in mulitpilot public air transportation

350 flight hours MET

In detail

9 hours of instruction on simulator

3 hours of supervision

IFI Training - Instructor of Flight Instructor

IFI (Instructor of Flight Instructor) accreditation will enable you to instruct both initial and full FI training.

Prerequisites

Minimum age : 18

Hold a FI qualification

500 hours minimum of instruction

In detail

4 hours of short/long briefings

1 flight hour of instruction

Military FI Training

Aéropyrénées offers a course adapted to military FI for instructor pilots who have worked in the army, on initial or beginner courses.

Prerequisites

Army ATO certificate

Initial phase training

In detail

6 hours of ground lessons

3 flight hours of instruction



Examiner Training

A man in a white pilot's uniform with yellow and black epaulettes is smiling and looking upwards. In the background, a red and white striped flag is visible against a clear blue sky.

Become an Examiner!

Aéropyrénées offers various aircraft examiner courses, in coordination with the DGAC. These courses give access to privileges for aptitude tests, checks or skills assessments in the interests of air safety and the smooth running of examinations and flight tests.

Aéropyrénées & the DGAC must therefore ensure that the candidate is sufficiently qualified, competent and possesses all the necessary qualities to hold, extend or renew the license or rating sought.

In order to validate your mandate, you will need to organize an actual flight test with a candidate, under the supervision of a civil aviation inspector pilot.

Examiner Courses - FE PPL / FE CPL / IRE / CRE / FIE / Standardization

Examiner Standardization

Prerequisites

Examiner Mandate

In detail

7 hours of ground lessons

FE PPL & CPL

Prerequisites

1000 flight hours or 2000 for the FE CPL

250 hours of instruction single pilot

Valid CPL & FI qualification

In detail

7 hours of ground lessons

3 flight hours in a simulated flight test

IRE

Prerequisites

2000 flight hours including 450 in IFR

250 hours of IFR instruction

Valid IRI qualification

In detail

7 hours of ground lessons

3 flight hours in a simulated flight test

3 hours in a simulated flight test on FNPT

CRE VFR & IFR

Prerequisites

2000 flight hours including 450 in IFR (CRE IFR)

250 hours of IFR instruction

Valid CRI qualification

In detail

7 hours of ground lessons

3 flight hours in a simulated flight test

3 hours in a simulated flight test on FNPT
(for CRE IFR only)

FIE

Prerequisites

CPL or ATPL

2000 flight hours on airplanes

100 flight hours as IFI

In detail

7 hours of ground lessons

2 flight hours in a simulated flight test

4 hours of lessons / lectures

Engineer & Bachelor Program



In partnership with 3 “grandes écoles”, aim for a double degree.

As part of your Aeronautical Engineering training at IPSA, ESTACA or EPF, Aéropyrénées offers you the opportunity to follow the commercial pilot training program, as a complement to your curriculum.

This will enable you to validate the theoretical part of the commercial pilot training program, so that you can put your application to good use with the big names in aeronautics. Regularly requested for specific recruitment purposes, obtaining the ATPL in addition to your engineering diploma or bachelor's degree is a real asset. You will be able to master all the issues involved in professional piloting.

The complete ATPL program will also enable you to combine the skills of your engineering curriculum with those of piloting. So, you can develop your career as you wish.

The ATP INGE training entitles you to credit hours on ATPL theory.

Prerequisites

Minimum age : 18

Class 1 medical certificate

Registration in 3rd year

In detail

175 hours of ATPL lessons (INGE cycle)

750 hours of ATPL lessons (Bachelor)

Practical training available after ATPL

Course outline

All preparation for the ATPL theory course takes place in parallel with your Engineering or Bachelor's degree course.

Notions not covered in your school will be discussed with Aéropyrénées, spread over 25 days of classes for the Engineering cycle, and over 9 months for the Bachelor's program.

You will then have the opportunity to continue your practical training if you wish, over a period of approximately 9 to 12 months (Integrated ATP type curriculum).



The 5-year engineering curriculum

A school of enthusiasts for enthusiasts, IPSA trains engineers specializing in aeronautical and space systems in 5 years. The course can be taken as part of a traditional curriculum or as part of an English-language curriculum.

The 2-year preparatory cycle: an integrated preparatory program rich in projects

1ST YEAR OF THE PREPARATORY CYCLE - FUNDAMENTALS :

This year is devoted to acquiring the scientific and technological fundamentals of aeronautics. The first projects punctuate and energize the teaching, providing a direct and concrete approach.

2ND YEAR OF THE PREPARATORY CYCLE - CONSOLIDATION :

The acquisition and consolidation of scientific and technical fundamentals continues in the second year. Students follow a program of fundamental and engineering sciences, with the introduction of specific subjects applied to the aeronautics and space fields (fluid mechanics, thermodynamics, strength of materials, mechanics, electronics, etc.).

The 3-year engineering cycle

1ST YEAR OF THE ENGINEERING CYCLE :

The 1st year of the engineering cycle is the 2nd part of the curriculum. Students learn to master fundamental aerospace techniques (general mechanics, aerodynamics, energetics, avionics, etc.) and are introduced to project management.

2ND YEAR OF THE ENGINEERING CYCLE :

2nd year students spend one of two years at one of our partner universities around the world (over 100 partners on 5 continents). During this year, our students continue to specialize further by choosing a technology major. Students are also beginning to take charge of their own career paths by choosing from a wide range of elective courses and an introductory research course (CIRI).

During the first semester of 4th year, students will continue to follow their chosen course of study (Vehicles, Aerospace Systems or ATPL), while continuing to take core courses. In the second semester, students choose a major according to their 3rd year stream.

3RD YEAR OF THE ENGINEERING CYCLE :

The 3rd and final year of studies at IPSA enables students to finalize their academic training and carry out an internship. During this year, they are supervised by an industrialist or a teacher from the school. Finally, this last year enables them to individualize their course by choosing a professional option, a real added value for successful professional integration.

Enrolment in ATP INGE can be made at the end of 3rd year, and ATPL courses will be taken during 4th year.

The 3-year Bachelor's program

IPSA's 3-year Bachelor's degree in aeronautics prepares students for careers in the air, space and sustainable mobility sectors, in fast-growing positions such as assistant engineers, network and telecoms technicians, database analysts, cyber security, data architecture, and airport management.

This course is designed for those who want to be part of the evolution of this industrial sector, and contribute to the creation of tomorrow's transportation.

Two specializations on offer : Drones or Artificial Intelligence

DRONES :

The aim of the Drones specialization is to take a more in-depth look at the design of autonomous systems, mainly in the field of automation. Today's autonomous systems and drones are booming, and the fields of application, already numerous, are set to become even more diversified.

ARTIFICIAL INTELLIGENCE (IA):

The AI specialization enables students to master the techniques of collecting and processing data, storing it and exploiting it using artificial intelligence. These techniques are applied to the requirements of the aeronautics sector.



INSTITUT POLYTECHNIQUE DES SCIENCES AVANCÉES

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IPSA TOULOUSE

40, boulevard de la Marquette
31000 Toulouse
Tél. : +33 (0)5 67 70 67 10

www.ipsa.fr

Suivez nous :



Licence Conversion & Skills Maintaining



ICAO to EASA license conversion

License conversion is offered to holders of a license or rating from an ICAO member country (e.g. USA, Canada, etc.), together with the corresponding French EASA theoretical certificates* (CPL, IR or ATPL).

Aéropyrénées is authorized to offer you an EASA-standard conversion course.

*The theoretical certificate may be foreign, but must be EASA and recognized by the French authorities.

Prerequisites

Minimum age : 18

Class 1 OACI & EASA medical certificate

Up-to-date OACI qualifications

Hold an ATPL(A) EASA

Own the EASA prerequisites for the concerned qualifications

in detail

VFR & IFR evaluation

DGAC conversion request :

30 days waiting period

Adapted practical program

Do you hold Canadian, American or other licenses?
We offer EASA conversion programs.

Revalidations & Renewals

A license (PPL, CPL, ATPL) is not time-limited. However, qualifications (SEP, MEP, IRME, QT, etc.) have limited validity periods. So you need to make sure you keep your qualifications valid over time. There are two ways of doing this :

- Revalidation means that your qualifications have not yet expired. In most cases, all you need to do is make a check flight with an FI (Flight Instructor) or FE (Flight Examiner).

- Renewal means that you have exceeded the validity date of your qualifications. In most cases, you will need to re-train before taking another test with an examiner.

Prerequisites

Valid Class 1 or 2 medical certificate

In detail

1:15 flight hour for revalidation

Or customized program according to expiration date for a renewal

As part of a modular or integrated training program, you benefit from 2 hours of free simulator training (IFR procedures), every 6 months for 2 years after the end of your training.

Helicopter Training



Theoretical program training - ATPL H

As with the Professional Pilot Aircraft course, the Professional Helicopter course is divided into two parts : theory and practice. The ATPL H 100KSA or Airline Transport Pilot License is the theoretical part of the pilot training now offered by Aéropyrénées.

It comprises 13 subjects or certificates, taught over a 9-month period. Each module must be individually validated within the school (mock exam) and then by the DGAC. The exam takes the form of a multiple-choice test, with a score of 75% (i.e. 15/20) required to validate the module.

For practical training, Aéropyrénées can also refer you to its partners.

The theoretical exam comprises 13 Certificates

- 010 - Air law
- 021 - Aircraft general knowledge
- 022 - Instrumentation
- 031 - Mass & balance
- 032 - Helicopter performance
- 033 - Flight planning and monitoring
- 040 - Human performance
- 050 - Meteorology
- 061 - General navigation
- 062 - Radionavigation
- 070 - Operational procedures
- 081 - Helicopter principles of flight
- 090 - Communication

ATPL's golden rules

You have 18 months (from the start of training) to complete the ATPL.

You need to validate the 13 certificates in a maximum of 6 sessions.

You may present the same certificate a maximum of 4 times

The new ATPL formula, the 100 KSA

This program, set up by the French Civil Aviation Authority and the EASA, is based on continuous formative assessment throughout the theoretical training, and in conjunction with the practical part.

So it is not a module you have to take at the civil aviation authority, but a continuous assessment within Aéropyrénées, via the e-learning platform, presented in the form of a serious game. This ensures a pedagogical link between theory and practice.

The 100 KSA will enable you to immerse yourself in your future professional context and job.

Aeronautical English



Aeronautical English Training & Test FCL 055 & TOEIC

English is now the main international language used in aviation.

As such, EASA regulations require all pilots flying abroad to have an English language qualification.

To assess your level of English, Aéropyrénées, in partnership with ATA COM, offers you a language proficiency test, FCL 055.

Course & Exam	Validity	Length of the course
FCL LEVEL 4	4 years	1 week
FCL LEVEL 5	6 years	1 week
FCL LEVEL 6	Lifetime	1 week
Revalidation FCL	According to level	1 to 3 days (depends on training)
TOEIC	2 years	1 week

Course outline

- Preliminary assessment of general and aeronautical English levels
- Debriefing to provide guidelines for revision or suggest additional individual training, to be carried out prior to the course
- Pre-training revision tips:
 - FCL-specific vocabulary, intensive listening to tapes (Live traffic type) with access to the e-learning platform
 - FCL-specific glossary sent by courriel

Final test

- Drawing up a pedagogical report outlining skills acquired
- Recommendations and advice on how to continue your English language training
- Optimize your chances of passing the exam

Take the FCL Level 6 directly at Aéropyrénées

Drone Pilot Course



Remote Drone Pilot Training

Nowadays, drones are playing an increasingly important role in various sectors, such as surveillance, topography, photography, videography... To carry out these professional missions, it is now compulsory to go through the DGAC (Direction Générale de l'Aviation Civile).

To do this, you need to complete a professional training course comprising both practical and theoretical components.

Aéropyrenées accompanies you through the process and teaches you the art of remote piloting :

learn how to pilot a drone and apply for authorization according to your geolocation.
Learn a new trade.

Prerequisites

Minimum age : 16

In detail

1 week of lessons

25 hours of practical instruction

The profession of drone remote pilot is booming, thanks to the many applications that are flourishing and enabling us to diversify our missions. We're talking about a «modern and developing» profession.

Theoretical course

The Tele-Pilot theory course lasts 1 week and comprises 11 modules :

- Regulations ;
- General drone knowledge;
- Instrumentation ;
- Flight performance, preparation and monitoring ;
- Human performance ;
- Meteorology ;
- Navigation ;
- Data link and radio navigation ;
- Operational procedures ;
- Principle of flight;
- Communications.

The exam takes the form of multiple-choice questions.

Practical course

The practical course lasts 25 hours and comprises several phases :

- Discovering the machine ;
- Setting up the equipment ;
- Mission flight preparation ;
- Machine flight preparation ;
- Briefings / Debriefings, feedback ;
- Flight in normal situation ;
- Abnormal flight situations.

Practical training is provided by DGAC-approved instructors and professionals.





Employment after training



“What I like most about flying is being part of a big family of enthusiasts. You don't get into aeronautics by default; it's a passion and a virus that's passed on VERY easily !”



Typhaine TAHIR
First Officer A320 - AIR FRANCE

Typhaine TAHIR, a former Aéropyrénées student, obtained her CPL / IR-ME in 2015. She then took the FI training course to join the school's team.

A few months later, she was company.

A look back at her experience at Aéropyrénées...

First of all, what do you like about flying?

First of all, the feeling I get when I take off, and the fact that I can control the plane and do what I want with it. To fly, in short. Secondly, to belong to a large family of enthusiasts. You don't get into aero by default; it's a passion, and a virus that's passed on VERY easily!

Why Aéropyrénées?

I made an initial selection of schools, and Aéropyrénées came out on top for the cost of Ab Initio training and its location. For the same licenses, the quote was much lower than that of other schools. I then attended open days at the schools I liked best. Aéropyrénées was the obvious choice for its size and the warm welcome offered by its teaching staff.

How did the training go?

The Ab Initio course was fairly straightforward and quick. The theoretical part was completed within the recommended time, and the practical part was completed very quickly. The personal work involved is intense, especially for the theory, where you have to keep at it. But the teaching team is always there, whatever happens.

What advice would you give to young pilots?

Working on English is essential. Aeronautical English isn't really complicated. What's harder is being able to interact with your colleagues. (not especially French-speaking). Above all, airlines recruit human beings, people who work together. If your personality doesn't suit them, no matter how many licenses you have, it won't be enough. And language shouldn't be a barrier to your success.



“If you’re passionate and motivated, don’t give up and keep your goal of having the chance to evolve in this extraordinary world in mind...”

Florent CAIRE
First Officer A350 - AIR CARAÏBES

Florent CAIRE, an Aéropyrénées alumnus, completed his training in February 2017. Two years later, he was selected to join Air Caraïbes. A look back at his experience at Aéropyrénées...

First of all, what do you like about flying?

Flying is a world apart, requiring as much dedication and hard work as it does pleasure. To be close to the sky, to the clouds, to travel the world through different languages, cultures and landscapes is an experience that only flying can provide. Flying... It’s like being in a dream, a real sensation of freedom !

Why Aéropyrénées?

Aéropyrénées is one of the few training centers where I’ve been able to rediscover the real spirit of aeronautics, the high standards and, above all, the pleasure. From my very first visit, I felt this family atmosphere. The local weather, flying machines that can be flown «by hand» to perfect your piloting skills, its history and its reputation make it the best training center today. Thanks to Aéropyrénées, I’ve been able to achieve my goal and make several airline selections.

How did the training go?

I started my training in September 2016 and finished in February 2017. With good organization, the most advantageous weather and very professional instructors, I dispatched the CPL / IR / ME MCC FI in the shortest possible time.

What advice would you give to young pilots?

If you’re passionate and motivated, don’t give up and keep your goal of having the chance to evolve in this extraordinary world in mind... You don’t have to be brilliant at school to succeed - I’m living proof of that!



“First of all, not to give up on their dream & to fly despite the difficulties, whether financial or contextual, as in the case of the Covid crisis... Perseverance and hard work pay off in the end.”

Julie CREISSEL
First Officer PC 12 - JETFLY

Julie CREISSEL, a former Aéropyrénées student, completed her training in 2019. She then took the UPRT training course in February to join the JETFLY team. A look back at her experience at Aéropyrénées...

First of all, what do you like about flying?

I started flying when I was 14, on a glider, and I was immediately fascinated! The beauty of landscapes seen from the sky, a sunrise over the clouds, the beautiful weather above the layer when it's grey on Earth.... All this combined with the technical and practical aspects of flying, piloting and aircraft knowledge. Intense phases of flight, where you have to act and react quickly, followed by moments of serenity as you contemplate our planet.... I think it's the perfect balance!

Why Aéropyrénées?

Originally from Perpignan, I grew up with this school as a reference, so it was an obvious choice for me.

How did the training go?

After a successful start to the selection process in 2019 a few months after my graduation, everything came to a halt in 2020. The company contacted me again 1 year later, at the end of 2020, when I no longer believed in it, to find out if I was still available and interested, and I continued the selection process. On the program: HR interviews, Chief Pilot, Head of Training, personality tests, ATPL-type test and simulator test.

What advice would you give to young pilots?

First of all, not to give up on their dream & to fly despite the difficulties, be they financial or contextual, as is the case with the Covid crisis... Perseverance and hard work pay off in the end.

And for the girls, have confidence in your abilities! When I take part in job fairs, I still hear high school girls express surprise that girls can become pilots! Mentalities need to change, and you need to be convinced that you can do it! And no, it's not incompatible with family life: I have 3 children, who are very proud of their pilot mom.

“The feeling of freedom, the relationship with the plane. Each flight is a new story with its own challenges and sensations.”



Paul DROUET
First Officer A320 - AIR FRANCE

Paul DROUET, an Aéropyrénées alumnus, completed his training in 2016. He is now working for AIR FRANCE. A look back at his experience at Aéropyrénées...

First of all, what do you like about flying?

The feeling of freedom, the relationship with the plane. Each flight is a new story with its own challenges and sensations.

Why Aéropyrénées?

I chose Aéropyrénées because it was both a family and a business. The history of the school and its location offer an opportunity to fly in special weather conditions and in a magnificent setting between the sea and the mountains...

I have fond memories of it.

How did the training go?

It went very well : everything was very well organized. I was lucky enough to fly mainly with Yannick Stantina, who passed on his knowledge and guided me through the course in a very professional manner. My best memory is of my training as a whole: the good humor on a daily basis, and the quality of life that Aéropyrénées offers its pilots.

What advice would you give to young pilots?

Go for your dreams, don't give up, and above all make a living from your passion. The job of an airline pilot: it's a whole.

There's a lot of work involved, but the pleasure is worth it!

“Demand for pilots will pick up again, and travel will resume. So, we need to be ready when the traffic picks up again!”



Thibault NICOLLE
First Officer FALCON 50 & 900 - HARMONY JET

Tibault NICOLLE, an Aéropyrénées alumnus, obtained his CPL / IRME Modulaire in 2020.

Despite the current health crisis, and with a little elbow grease, he is now in the business world on Falcon 50 & 900. A look back at his experience at Aéropyrénées...

First of all, what do you like about flying?

The feeling of freedom you get when you take off. It's also the pleasure of seeing breathtaking landscapes from the most beautiful office in the world.

But aeronautics is also a passion, and to be able to combine work and passion is the most beautiful of dreams.

Why Aéropyrénées?

The setting of the Perpignan base, between sea, mountains and sun, really appealed to me. The friendly yet serious atmosphere was also a plus for Aéropyrénées.

What's more, the responsiveness of the sales team was a major factor in my choice of training center.

Finally, the school boasts a rich and varied fleet, enabling me to get used to different types of aircraft, which makes the training even more interesting.

How did the training go?

At the start of the school year in September 2019, I already held the PPL. So, I returned to the modular program. Despite the March 2020 lock-in, we were able to continue the courses via videoconference, enabling us to finish the theory part on time.

The practical part took place over 6 months, between the start of the CPL and the end of the MCC. This enabled me to finish in 18 months !

What advice would you give to young pilots?

The current period may discourage people from signing up for professional pilot training.

But demand for pilots will pick up again, and travel will resume. So we need to start training now, so that we're ready when the traffic picks up again!

Teaching Ressources



A team at your service - Base of Perpignan

Management



Ghislaine BARRERE
CEO

Operations Department



Guillaume LIMOUZI
Compliance &
Operations Manager



Vincent HUGUEN
Head of Training



Laurent ROUX
Chief Pilot



Patrick CHABANIS
Delegated
Head of Training



Christophe ESCRIBE
Head of Theory
& Senior Examiner



Yannick STANTINA
Flight Safety Manager



Marie BAIJARD
Technical Manager
PART 145 Workshop



Jean-Sebastien AUBOUY
Maintenance Manager
PART 145 Workshop

Sales & Communication Department



Benjamin VANLIERDE
Sales & Communication
Manager



Murielle SOLBES
Customer Manager
& Communication



Julien MALBRANQUE
Communication &
Flight Instructor



Aymeric BARRERE
Customer Manager



Baptiste DE VAUMAS
Customer Manager &
Flight Instructor



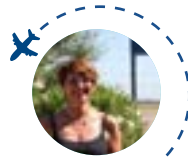

Flight Instructors - FI

 <p>Benoît ROUQUET Head of Compliance's Deputy FI - IRI - CRI - IFI</p>	 <p>Mohammed LABIDI Instructor FI - IFI - UPRT</p>	 <p>Axel LEDAN Head of Training's Deputy FI CPL - IFI</p>	 <p>Dylan REYNOUARD Chief Pilot's Deputy FI CPL</p>
 <p>Jean Claude CEYSSON Instructor FI - IFI - UPRT</p>	 <p>Rudy CHEREAU Instructor FI CPL & IFI</p>	 <p>Sacha IORDANOFF Instructor FI CPL</p>	 <p>Romain VANDERGUTH Instructor FI CPL & IRI</p>




Mechanics - PART 145 Workshop

 <p>Dominique DESVIGNES Technical Manager's Deputy PART 145 Workshop</p>	 <p>William DE KINKELIN Mechanic PART 145 Workshop</p>	 <p>Alexandrine MARTIN Airworthiness Manager PART 145 Workshop</p>	 <p>Alexandre TOP Mechanic Helper</p>
 <p>Baptiste GRICOURT Mechanic PART 145 Workshop</p>			

Administration & Finance Department

			
Laela SEBAHI Administrative Manager	Laurence CHOLET Administrative Assistant	Véronique SOUCAS Accountant & HR	Sylvana STOSS Accounting Assistant


Information Service & Planning

		
Aristide BOUQUET Planning Manager & Flight Instructor	Océane DOLO Planning Assistant	Jacques REYNIER DIS

General Ressources

		
Stéphane KINET General Ressources	Steven POUZADOUX Maintenance	Marc DAGANAUD Maintenance

Base of Toussus-le-Noble



Bastien ABADIE
Center Manager &
Flight Instructor - Examiner



Maxime SAGAT
Center Manager's Deputy
& Flight Instructor



Anthony CAPELY
Center Manager's Deputy
& Flight Instructor

Flight Instructors - FI



Quentin TOMBA
TKI



Laurent BLAVETTE
Flight Instructor
FI - IFI



Michaël ARAUX
Flight Instructor
TKI & FI



Daan VAN OORT
Flight Instructor

Administration & Sales Department



Alexandra ATKINSON
Administrative



Dominique BOTRALAHY
Customer Manager



Our Aircrafts - A diversified fleet



SOCATA TB9



PIPER PA38



PIPER PA28



SONACA 200



EXTRA 300



CESSNA C172



PIPER PA28R



SOCATA TB20



PIPER PA34

37 Aircrafts distributed among our bases of Perpignan & Toussus le Noble

Our Flight Simulators



ALSIM ALX



ALSIM AL250

PART 145

Maintenance

Workshop



PART 145 - Approved Maintenance Workshops

The Aéropyrénées school has a technical infrastructure at each of its bases: Perpignan & Toussus Le Noble, as well as qualified and experienced personnel to ensure the maintenance of its aircraft.

These maintenance professionals enable us to offer the highest level of safety to our customers by carrying out all aircraft maintenance under optimum conditions.



Aircraft Maintenance
(Cessna - Piper - Socata, etc.)



7 Dedicated Mechanics
2 PART 145 : PGF & TNF



Settings - VP
& Overhaul



Troubleshooting



FR.145.0615
OSAC Approved
Maintenance Workshop



FR.MG.0136
Airworthiness Monitoring



Financing



Partnership and Privilege Offer



Aéropyrénées is approved as a «continuing professional training organization» and registered with Mon Compte Formation.

For all inquiries relating to the preparation of a financing application:
Contact Laela on 04.68.61.06.19 or
lsebahi@aeropyrenees.com

The school has also been QUALIOPI certified since 2021, a label guaranteeing the quality of training provided by approved centers.

Numerous other approvals are currently in force for all types of financing: Army, PAF, Ministry, Companies, etc.

Case of a job seeker

Jobseekers can contact the following organizations :

- Pôle Emploi : AIF or AIRE file to be obtained from Pôle Emploi, or submitted by the school via the KAIROS platform, on which you depend. Please send us this document for completion (AIF for certain training courses only).
- CPF account: accessible for courses of less than 150 hours.



Case of an employee

There are a number of training grants available through individual training leave schemes, such as the Compte Personnel de Formation CPF or Transition Pro.

The application must be made by the interested employee to the organization agreed with his or her company. Please note: these grants depend on the time spent with the company and the employee's qualifications. In all cases, the project must be well-founded, well-prepared and complete.

This assistance can take the form of :

- partial or total financing of the training
- The possibility for the employee to receive his or her salary for the duration of the training.



Bank financing

We have set up agreements with LCL, BNP PARIBAS and Société Générale, to make it easier for you to obtain financing.

These agreements are national in scope. For further information, please contact your personal advisor, who will inform you of the conditions and possibilities for your project.

Financing is generally offered under the following conditions*:

9 to 10 years
Average term of
financing

Up to 100.000€
Specific APY offer

2 to 3 years
Possible deferral**
before first annual instalment

Rate at 1.99% / year*
Average fixed rate for
negociated financing



Jaoued AMLAL

Partnership Manager

SOCIETE GENERALE PO

Phone : 06 35 56 37 32 - 04 68 51 57 81

jaoued.amlal@socgen.com



Jessica MORENO

Partnership Manager

BNP PARIBAS PO

Phone : 04 68 35 83 00

perpignan@bnpparibas.com



Alexandre MALLOL

Customer Manager

LCL PERPIGNAN

Phone : 04 68 35 93 66

alexandre.mallol@lcl.com

Manuela PROENCA

Student Division Manager

BNP PARIBAS IDF

Phone : 01 41 14 33 02 - 06 65 68 52 00

manuela.proenca@bnpparibas.com

*Non-contractual, figures generally observed and given for information only, offers may vary. For a real simulation, please contact one of our advisors directly.

**During the first period, you will repay only the interest on the loan and the insurance.

Accomodation



Aéropyrénées offers a wide range of accommodation solutions on campus or close to the school.

For more information, please ask for our accommodation brochure.



Student Life



Being a student at Aéropyrénées

As a student pilot at Aéropyrénées, you will enjoy student status, an important advantage for your daily life. It will enable you to benefit from offers, discounts and any other discounts depending on the shopkeepers.

When you arrive at Aéropyrénées, you will receive a student card enabling you to claim your rights.



Perpignan

Attractive city in the South of France, on the border with Spain (30min). Its exceptional geographical location offers a wide range of activities between the beaches (10min) and the Pyrenees mountain range (1h).

At the heart of Catalan country, the city of Perpignan is divided into two seasons: summer and winter. In summer, the Catalan city enters the tourist season, with sea, beach, warmth and outings with friends...

In winter, you will find ski resorts like Font-Romeu & Les Angles... just 1 hour away, or Andorra's Pas de la Case.

For more information, visit the Perpignan Tourist Office website: www.perpignantourisme.com

Paris - Toussus-le-Noble

At the gateway to the capital, you will discover an environment that is ideal for your personal development.

Close to public transport and the extensive free road network of the Ile de France region, you will be able to take advantage of all Paris has to offer.

From a simple visit to the most beautiful sites in French history, Paris is today a must-see tourist destination.

The mix of Parisian and international students will enable you to enjoy a rich cultural exchange.

What is more, the Paris Toussus-le-Noble base will give you the chance to discover beautiful landscapes from the air, from the Atlantic coast to the Côte d'Opale, via the Châteaux of the Loire.

For further information, visit the Paris Tourist Office website: www.parisinfo.com

APY ALUMNI





Find all the job offers in the APY network on the new ALUMNI dedicated to former & current students:

<https://alumni.aeropyrenees.com>



Registration & informations

Registration procedure for our training courses

- Download documentation and registration form on :
www.aeropyrenees.com/telecharger-la-documentation.
 - Request your personalized quote, using the quote form or by contacting directly.
 - Prepare to send your application to the school (by post or e-mail).
 - Once your application has been received, a training agreement will be sent to you.
 - Finally, you will receive an e-mail inviting you to start your training course.
-

Documents to include in your application

- Up-to-date CV
 - Validated and signed quotation
 - Copy of your National Identity Card
 - Copy of your aeronautical licenses and the last two pages of your logbook (if any) (if any)
 - Deposit cheque or bank transfer of the amount indicated for your training reservation
 - On-campus room reservation request (optional)
 - Copy of current medical certificate
-

Special cases and/or customized requests

Do you have an «atypical» or unusual background and would like to convert, validate, extend, renew or upgrade your licenses?

Send a request for a «personalized audit» by e-mail, including the following information:

- Up-to-date CV
- Copy of your National Identity Card
- Copy of your aeronautical licenses (if any)
- Copy of the last page of your logbook

This audit is free of charge, and will provide you with guidance on current regulatory issues.