

Diamond Flight Academy Scandinavia

JAA conversion program 2012



JAA Conversion program

CPL ME/IR conversion to JAA

- 10 hrs DA-42 FNPT II
- 08 hrs DA-42 AIRCRAFT

Ground training

- DA-42/G1000 systems
- Oral exam preparation
- Pre- and De- flight briefings

Total 18 hours of flying training. 10 hours in the DA42 FNPT II simulator for enhanced emergency and procedure training and 8 hours in the DA42 aircraft.

Pre-entry requirements

JAA Conversion pre-entry requirements:

- Any ICAO license CPL/ME/IR
- JAA ATPL theory and exams (from any JAA country)

Course starts

Starting dates:

- First Wednesday of every month, except december
- Classes of maximum 6 students

Training duration

JAA Conversion training duration

3 weeks (allow 4 weeks including skill test)

Key Values

- **Safety**
Flight Safety is our number one objective in all training. We have therefore chosen to operate Diamond aircraft, which show a compelling safety record. All flying training at Diamond Flight Academy is performed in DA42 multi engine aircraft.
- **Quality**
through effective procedures and well established training methods. This results in higher pass rates and reduced training costs for the student.
- **Environment**
The DA42 is best in its class in fuel efficiency. Together with the use of a simulator this reduces the environmental impact compared to traditional flight training. The DA-42 is producing less noise than the older training aircraft, making the cockpit a very comfortable training environment as well as the noise impact on the surroundings.

Training methods and philosophy

Our methods and standards are based on aeroplane operating handbooks and regulations laid out by the authorities. We train our students according to JAR-FCL. Diamond Flight Academy will only accept a certain number of students per course; ensuring personal and high quality training. We consider student care of great importance.

Our training is performed on an interactive basis, with dedicated instructors who are with you every step of the way. Whether you require extra guidance or have questions that you need answering, we are committed to you.

Flight Safety

Our highest priority

Modern training equipment

Youngest aircraft fleet

Individuality

Motivating and experienced staff

Individual training

Efficiency

All aircraft equipped with de-icing

Full IFR airport with SID's,

STAR's, VOR, NDB and ILS

approaches.

The Simulator center

The exact replica DA-42 FNPT II:



The simulator from [Diamond Simulation](#) is an exact replica of the DA42 aircraft down to the smallest details of the original cockpit.

One of the simulator's key benefits is safety through harmless training of special situations and emergencies. The simulator makes it possible to practice abnormal and emergency situations to an extent which is not possible in the aircraft.

Thanks to modern technology, flight simulation today offers an incredible level of detail that brings the effectiveness to another level. Through a well defined use for deepening, intensifying or repeating a given training segment at any time or point in the training the effectiveness is enhanced.

The advantages in regards to safety, effectiveness and the environment are all obvious.

The DA-42 with G1000 Glass cockpit

The DA42 is the most technologically advanced piston twin today. Representing the latest in airframe design, avionics capability and new engine technology, the DA42 is designed for pilots who want to go places safely.

The avionics in the DA42 consists of Garmin 1000 glass cockpit with GFC 700 integrated autopilot.



The Garmin G1000 became a jet platform in 2007, as the avionics system for the Cessna Citation Mustang Very Light Jet. Versions of the G1000 are also used in the Embraer Phenom, Honda Jet, and PiperJet.

Kalmar Airport, Sweden

We are based at Kalmar airport (ESMQ) in the south part of Sweden.

Kalmar has 5 scheduled arrivals and departures from Stockholm every day. A few times every week there are arriving and departing charters. The airport is therefore most of the time available for training flights.

Kalmar has two crossing runways and features all types of approaches except for PAR.

- ILS
- LOC
- VOR
- NDB

You will also find SID's and STAR's including DME Arc's in Kalmar.

PAR approach can be found at Ronneby (ESDF) which is about 20 minutes flying time away.

There are also two more instrument aerodromes and two uncontrolled aerodromes within 20 – 30 minutes flying time.

JAA Conversion course fee

Course fee:

- The JAA Conversion training containing;
- 08 hours DA-42 AIRCRAFT
 - 10 hours DA-42 FNPT II
 - Technical course DA-42
 - Oral exam preparation
 - Accommodation single room

Course fee 56 000 SEK (including accommodation)

Additional costs

Skill test/ Certification fees:

The skill test is not part of the training program. The cost is depending on the actual time. The minimum time for the skill tests are:

CPL: 90 minutes
IR: 60 minutes

- Aircraft rental: 3500 SEK/ hour
- JAA Certification fee: 5000 SEK/ skill test paid to the authority

Visit us

Welcome to Kalmar, Sweden:

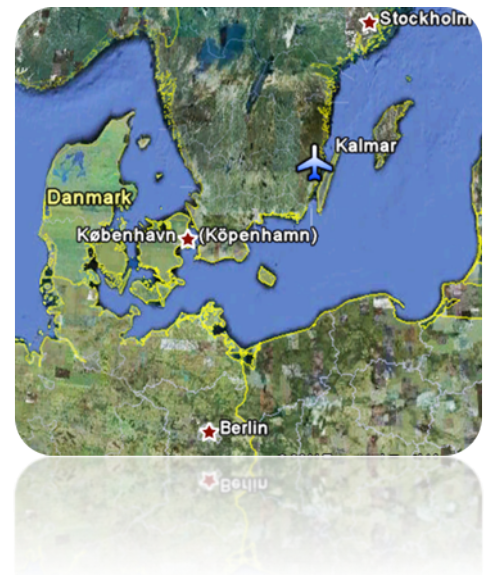
You are very welcome to set up a meeting with us, for a round tour of the premises and a test flight in our DA-42 replica FNPTII simulator.

If you are travelling by air, there are every day flights from Stockholm international (Arlanda) and Stockholm city (Bromma) to Kalmar.

Fly to Copenhagen and take the train from the airport to Kalmar, approximate time is 3,5 hours with change of train in Malmo and Alvesta on the way.

You can also find low cost air travel to the nearby airport "Smaland Vaxjo" or "Stockholm Skavsta". with Ryanair. From these airports continue with bus/train to Kalmar.

Or as many others, take advantage while building flight hours to plan a flight to Kalmar (ESMQ).



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