



# *Certified Flyers II*

*Glass Cockpit Training Specialists*

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## *Course Catalog*

*Learn to Fly!*



*Cirrus SR20 and SR22*



*Training and Timeshare  
Available Now!*

*Cessna 172SP  
Garmin G1000*



*Instrument Training Package*

*Diamond DA-42 Twin Star*



*Multi Engine Training*

**CERTIFIED FLYERS II**

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**www.certifiedflyers.com**

## Welcome to Certified Flyers!

Certified Flyers II (CFII) is the premier Technically Advanced Aircraft (TAA) training center in the northeast. Our highly trained professional flight instructors provide training for Private Pilot through Airline Transport Pilot using the Cessna 172, Cirrus SR20 and SR22, and the Beechcraft Duchess. As your local flight training center, we are committed to providing the most professional training using the latest technology general aviation has to offer.

Our instructors are carefully screened to ensure a staff of fully licensed, experienced professionals. Each instructor is evaluated for the ability to instruct effectively with a focus on the individual student's needs and learning aptitude. Our instructors hold Bachelor of Science degrees in aeronautics and education. All of our instructors are qualified to give both flight and ground instruction. We follow a structured academic syllabus designed by Jeppesen.

CFII provides training in conventionally equipped Cessna aircraft as well as technically advanced aircraft (both Cessna and Cirrus). These aircraft incorporate the most advanced technologies available to the aviation market. Digital LCD displays replace the traditional round-dial gauges found in earlier aircraft. This revolutionary technology will become the industry standard in the near future. In fact, all new aircraft manufactured since 2006 are equipped with this technology!

Certified Flyers II has an exceptional flight training and aircraft sales department. Graduating students and

instructors of Certified Flyers II have one of the highest employment rates in the industry. Certified Flyers II students and instructors are employed by airlines (regional and major) and by private corporations throughout the world.

Our custom [Timeshare](#) programs will give you the flexibility in flying you always dreamed of having. We include overnights, wet rates, and initial and recurrent training. Your initial training incorporates scenario based training and familiar routes which increases your confidence and maximizes aircraft utilization. We follow the FAA TAA recommended flight training syllabus for all transition/recurrent training programs. We are the best and only choice for Technically Advanced Aircraft (TAA) training in the North East. We also specialize in **accelerated and finish-up** private and instrument flight training.

Our goal is to provide our students affordable flying without sacrificing safety, reliability, or quality instruction. You will notice that CFII **will not use high-pressure sales tactics**. We look to serve you the student, renter or aircraft owner.

We invite you to visit our facility and see why we are the student's first choice in aviation!

### ***Scheduling***

Scheduling a flight is as simple as calling Certified Flyers or going to [www.Flightschedulepro.com](http://www.Flightschedulepro.com) and requesting a login. It is recommended students schedule an average of three flights, ground, or simulator sessions per week to achieve the certificate or rating within the planned timeline.

## Elite RC-1 Simulator

CFII has the most advanced ATD (Advanced Training Device) for your instrument training needs. Elite's FAA approved Advanced Aviation Training Device sets new standards in high-quality simulation technology.

The RC-1 is a complete full-featured ATD with life-size, high-resolution instruments, cockpit enclosure, instructor station, and external visual system with large-screen display as standard equipment. It is three trainers in one! Basic, complex, and twin-engine aircraft can be simulated. Add an optional Garmin GNS 430/530 or connect any handheld GPS or EFB for unlimited extended training possibilities.

The RC-1 provides the same flying credits as a level 3 FTD for a fraction of the cost. Compare the RC-1's "benefit-to-cost ratio" to any Advanced ATD or FTD. The RC-1 is simply the best value in simulation today. Enhance your training program, and your bottom line!

The real value of simulator technology is the ability to increase the pilot's overall utility of the aircraft. The simulator allows the instructor to make small corrections during critical phases of the approach and create the best environment for the student to learn. In addition, the student can fly multiple approaches in one lesson without delays or distractions. One hour of dual simulator instruction can be worth 2-3 times the experience of the actual aircraft at a fraction of the cost.



### ***Elite RC-1 Simulator Benefits***

- 2.5 hours towards the Private
- 20 hours towards the Instrument
- 25 hours towards the ATP
- 50 hours towards the Commercial
- Maintain IFR currency
- Instrument Proficiency Check\*
- Instrument Practical Test\*

\* Partially completed in the simulator



## Private Pilot Certificate

The Private Pilot Certificate is the first step in becoming a licensed pilot. You will be qualified to operate an airplane under visual flight rules (VFR).

The training is accomplished using either a standard equipped Cessna 172SP or a technically advanced Cessna 172 NAVIII. You must be at least 16 years old to solo and 17 to obtain the Private Pilot Certificate. Young students are welcome.



### ***Training in Standard Cessna 172SP***

Cessna 172SP NAV II

- 25 hrs dual instruction
- 15 hrs solo
- 2 hrs dual Elite RC-1 simulator
- FAA written test
- FAA checkride

### ***Training in Cessna 172SP G1000***

Cessna 172SP NAV III

- Garmin G1000 training
- 30 hrs dual instruction
- 10 hrs solo
- 2 hrs dual Elite RC-1 simulator
- FAA written test
- FAA checkride

### ***Training Material***

- Jeppesen Private Pilot Kit
- Cessna Standardization Manual
- Virtual POH Online Test Prep

### ***Private Pilot Multi-Engine Add-on***

Add a multi-engine rating to your Private Pilot Certificate! This course is for those who already hold a Private Pilot Certificate with a single-engine land rating.

- Training in Beechcraft Duchess
- PPL ASEL required
- 10 hrs dual in Duchess
- 5 hrs dual in Elite RC-1 Simulator
- 5 hrs ground instruction
- 5 hrs pre/post instruction

### ***Training Material***

- Multi-Engine Training Manual
- Virtual POH Ground School

**We can customize your finish-up private pilot course (10-15 days)!**

## Instrument Rating

The Instrument Rating is the wisest and most logical next step following the successful completion of the Private Pilot training. This rating is added to the Private Pilot Certificate and allows one to fly in weather that is below VFR minimums.

Training is performed using the Cessna 172SP and the Elite RC-1 ATD Simulator (the simulator will be substituted as necessary at the discretion of the instructor).

### ***Training in Standard Cessna 172SP***

- Standard Equipment
- 35 hrs Ground Instruction
- 20 hrs Dual Cessna NAV II
- 20 hrs Dual Elite RC-1 Simulator
- 10 hrs Pre/Post Instruction
- FAA written test
- FAA checkride

### ***Training in Cessna 172SP G1000***

Cessna 172 NAVIII G1000 Transition Course completion required prior to enrollment.

- 40 hrs Ground Instruction
- 25 hrs Dual Cessna NAV III
- 15 hrs Dual Elite RC-1 Simulator
- 10 hrs Pre/Post Instruction
- FAA written test
- FAA checkride



### ***Cessna Training Material***

- Jeppesen Instrument Pilot Kit
- Cessna Standardization Manual
- Virtual POH Online Test Prep

### ***Training in Cirrus SR20***

This method of obtaining the Instrument Rating is a 12-15 day\* intensive course involving a full day's time of planned activities.

- 40 Hrs Ground Instruction
- 25 Hrs Dual Cirrus SR20-GTS
- 15 Hrs Dual Elite RC-1 Simulator
- 15 Hrs Pre/Post Instruction

### ***Cirrus Training Material***

- Jeppesen Instrument Pilot Kit
- Cirrus Standardization Manual
- Virtual POH Online Test Prep

\* Cirrus Transition Course completion and full payment of course required prior to enrollment.

## Commercial Pilot Certificate

The Commercial Pilot Certificate opens the door to being hired to fly. Training for this certificate is a bit more performance intensive due to the introduction of flying "complex" aircraft. An instrument rating is recommended prior to enrolling in the Commercial Pilot Certificate course, however it is not required.



### *Initial Commercial-Multi Certificate*

- 5 hrs Ground Instruction
- 15 hrs Dual (BE-76)
- 5 hrs Dual Elite RC-1 Simulator
- 5 hrs Pre/Post Instruction
- Multi-Engine Manual

### *Add-on Single-Engine Land*

- 8 Hrs Dual Cessna 172SP
- 5 Hrs Dual Elite RC-1 Simulator
- 5 Hrs Ground Instruction
- 5 Hrs Pre/Post Instruction



### *Add-on Multi-Engine*

BE-76 Transition Course completion required prior to enrollment.

- 10 Hrs Dual Duchess BE-76
- 5 Hrs Dual Elite RC-1 Simulator
- 5 Hrs Ground Instruction
- Multi-engine Manual (electronic)

## **Certified Flight Instructor Training Outline**

The Certified Flight Instructor (CFI) rating is for those who wish to teach others to fly. It is our practice to first prepare the CFI candidate to become an instructor for the instrument student since the bulk of your ground lesson planning occurs here. If you have reservations about pursuing the Certified Flight Instructor-Instrument rating as your initial rating and feel more comfortable pursuing the Certified Flight Instructor-Airplane rating as your initial rating, contact Phil Ferrante at [pferrante@certifiedflyers.com](mailto:pferrante@certifiedflyers.com). Phil will be more than happy to construct a training outline for you.

### ***Initial Certified Flight Instructor-Instrument (Standard Equipment C172SP Single-Engine Land):***

A single-engine land commercial pilot certificate with instrument rating is required prior to course enrollment:

- 35 Hrs Ground Instruction (Prep for lesson plans)
- 12 Hrs Dual Cessna 172SP
- 10 Hrs Dual Elite RC-1 Simulator
- 5 Hrs Pre/Post Instruction
- CFII/FOI written paid directly to CATS

### ***Certified Flight Instructor-Airplane (C172SP Single-Engine Land):***

A single-engine land commercial pilot certificate is required prior to course enrollment:

- 5 Hrs Ground Instruction
- 10 Hrs Dual Cessna 172SP
- 5 Hrs Dual Elite RC-1 Simulator
- 5 Pre/Post Instruction
- CFI Written (Paid directly to CATS)
- AGI/IGI Written (Paid directly to CATS)

### ***Certified Flight Instructor-Multi Engine (Beech Duchess BE-76)***

A multi-engine land commercial pilot certificate and a BE-76 Transition Course completion are required prior to enrollment:

- 5 Hrs Ground Instruction
- 10 Hrs Dual Beech Duchess (BE-76)
- 5 Hrs Dual Elite RC-1 Simulator
- Time build to 15 Hrs PIC (5 Hrs minimum at enrollment)
- 5 Hrs Pre/Post Instruction
- Duchess Manual (Electronic)

## Airline Transport Pilot Training Outline

The Airline Transport Pilot is the final step in an aviator's educational development, if a career in the airline industry is the goal. Since the vast majority of fixed-wing airlines utilize multi-engine aircraft, our program has been developed to accommodate this trend.

### ***Airline Transport Pilot Certificate (Multi-Engine Land):***

A multi-engine land commercial pilot certificate and instrument rating is required prior to course enrollment. In addition, a Beech Duchess Transition course completion is required prior to course enrollment:

- 5 Hrs Ground Instruction
- 8.5 Hrs Dual (BE-76)
- 5 Hrs Dual Elite RC-1 Simulator
- 1.5 Hrs Solo (BE-76) (Check ride)
- 5 Hrs Pre/Post Instruction
- Multi-Engine Manual (Electronic)



## **Transition Course and Rental Checkout Outline**

We offer two types of transition courses for Technically Advanced Aircraft, the Garmin G1000 transition in the Cessna 172 NAVIII and the Cirrus Transition, which is offered at any level (Private, Commercial, Instrument).

### ***Garmin G1000 Transition Course (Cessna C172 NAVIII):***

Times are for VFR and IFR Transition

- 4 Hrs Ground Instruction (6-8 Hrs for IFR Transition)
- 4 Hrs Dual Cessna 172 NAVIII (6 Hrs for IFR Transition)
- 1-2 Hrs Pre/Post Instruction

### ***G1000 Transition Course (Cessna 172S NAVIII):***

- 4 Hrs Ground Instruction
- 4 Hrs Dual Cessna 172S
- 1 Hrs Pre/Post Instruction

### ***Cirrus Transition Course (Technologically Advanced SR20/SR22 Single-Engine Land):***

- 3 Days of Ground Instruction with Cirrus Standardized Instructor Pilot (CSIP)
- 14 Hrs Dual Cirrus Flight Instruction (SR20 or SR22)
- Written Exam to be administered by Certified Flyers

Most of Certified Flyers' single-engine aircraft can be rented for personal use. To be eligible, renters must possess at least a Private Pilot Certificate as well as the required form of citizenship and filed credit card.

### ***Day VFR Rental Checkout (Standard Equipment Cessna 172SP Single-Engine Land):***

- 1 Hr Ground Instruction
- 1.5 Hr Dual 2005 C172SP
- Written Exam (administered by Certified Flyers)

### ***Night VFR Rental Checkout (Standard Equipment Cessna 172SP Single-Engine Land):***

An Instrument Rating is required prior to enrollment in the checkout process

- 1 Hr Ground Instruction
- 1.5 Dual 2005 C172SP (Night)
- Written Exam (administered by Certified Flyers)

## Gift Certificates & Intro Flights Available

### **Gift Certificates**

You can purchase a one-hour-flight gift certificate. It includes one hour of ground instruction, a tour of the area and an introduction to flying lessons.

Your gift recipient will be able to take the flight controls and experience the feeling of piloting an aircraft for the first time. This is the perfect gift for the aspiring aviator or anyone who enjoys adventure and challenge!

Certified Flyers can customize your Gift Certificate for any amount of flight time. Our Introductory Flight starts as low as \$245.00 for one hour of hands-on flying. Email CFII at [info@certifiedflyers.com](mailto:info@certifiedflyers.com) or call us at 973-539-4080 (7 Days a week 8am-6pm) for more info.

### **Intro Flights**

Introductory flights are for individuals that are new to aviation. One Introductory flight per person is allowed. You may bring a fellow passenger on an introductory flight at no additional charge.

You will be required to give the dispatcher all your information (**Valid U.S. Passport required for flight training or TSA approval required for foreign students**) when booking (all the contact information for the individuals flying). A major credit card will be charged in order secure your introductory flight. The introductory flight is non-refundable. The introductory flight may be rescheduled up to 48 hrs prior to the flight lesson. (Weather Permitting)

## Frequently Asked Questions

**Q.** How much will training for a pilot's license cost me?

**A.** There isn't a set amount of hours which will equal a private pilot's license. However on average, a pilot license typically takes about 60 - 70 flight hours. This will typically be a \$13-\$15K investment.

**Q.** What are some ways I can reduce the cost of flight training at Certified Flyers?

**A.** Certified Flyers implements two types of payment plans: Retail or Block Payment. Retail (pay per lesson) is quite simple, at the conclusion of the lesson the student pays for the full amount of all the Aircraft, Instructor, simulator and applicable fuel surcharge. **Block Payment** requires a non-refundable deposit of 10-hrs of aircraft and instructor time. When utilizing Block Payment, the student saves on the Aircraft/simulator and the Instructor. In a given 10-hr block, a student can save up to \$200.

**Q.** On average, how many lessons should I take in a week?

**A.** Certified Flyers recommends a student be scheduled to take 3-4 lessons a week. Lessons can include classroom instruction, flight instruction, or a combination of both. Too much time per week can have a negative impact on training, as a student will often times be overwhelmed with knowledge and coursework. If you train less frequently, it will take longer to obtain your certificate or rating.

**Q.** How can I book a lesson?

**A.** Certified Flyers utilizes a scheduling website called **flightschedulepro.com**. This free membership will allow Certified Flyers to easily book your next lesson. In addition, you have the option of booking both the aircraft and instructor in the privacy of your own home with this website. Booking can also be accomplished by contacting your instructor as well as calling Dispatch at (973) 539-4080 from 8 am – 6 pm.

**Q.** How long should I book my lessons for?

**A.** Instructors will provide a lot of input into the progression of your training. Within their input, they will have guidelines as to how many hours you should book, depending on the particular training that's needed. However, on average, a student should book a **conservative 3-hour block** to allow for any pre/post lesson discussion.

**Q.** Am I restricted to booking during normal business hours?

**A.** Absolutely not! Even though Dispatch is open 7-days a week 8am-6pm, our Instructors all have keys to the school, and are more than willing to accommodate any specific scheduling requests you may have. We respectfully ask that any flights scheduled outside of normal business hours be prearranged with your Instructor.

**Q.** Am I required to fly an aircraft solo (without any instructor)? At night?

**A.** It is required by the FAA, per regulations for certification, to fly the airplane solo both locally and on a cross country (greater than 50 miles from Morristown). It is also required to fly the aircraft at night both locally and on a cross country. The night requirements are to be flown with an instructor only. Typically, the first solo occurs when a student has reached about 15 flight hours if his/her training is progressing smoothly. This time can vary based on the performance of the student throughout his/her training.

**Q.** What are the various materials I will need to purchase besides what is required for the license I'm pursuing? In addition, approximately how much will all these materials cost me?

**A.** The basics include: Jeppesen pilot kit (for certification/rating) headset, charts/sectional, knee board, flashlight, Airport Facilities Directory, and a view-limiting device. Even though this is only the basic materials needed, it is recommended that you purchase these items so that you will be used to flying with your own equipment. Our Instructors are very knowledgeable about the various products on the market. On average, pilot materials can range from \$450-\$500.

**Q.** What is there to do after I earn my private pilot license?

**A.** FLY! First and foremost, go out and exercise the privileges of your newly earned private pilot license. After earning a private pilot license with our school, you are entitled to rent our aircraft as long as

you fly every 60 days to maintain currency (night restrictions apply). In lieu of the currency requirement you may wish to obtain your instrument rating or high performance endorsement. CFII offers timeshare contracts on all of our single engine aircraft. All inquiries about timeshares and aircraft purchases should be emailed to [info@certifiedflyers.com](mailto:info@certifiedflyers.com)

**Q.** What are the differences between a Part 61 and a Part 141 flight school?

**A.** Part 141 schools have more FAA oversight, more rigid schedules, and more paperwork. For the added requirements, they are allowed to reduce the minimum required hours of private pilot training to 35 hours, rather than the 40-hour minimum required when training at a Part 61 flight school. Most applicants in the U.S. obtain the private pilot with 60 hours logged. The Part 61 school, on the other hand, is **able to be more flexible with training schedules**, and has the ability to **tailor the curriculum to meet individual students' training needs**. Either school must train you to pass the very same private pilot practical test and written exam.

**Q.** I am not a US Citizen, can I train to become a pilot?

**A.** Yes. However, you must comply with the TSA requirements PRIOR to commencing flight training. You may take a discovery flight (must bring passport and other ID) before the TSA application is submitted. If you would like further details visit [www.aopa.org/tsa\\_rule](http://www.aopa.org/tsa_rule)

**Directions to Certified Flyers:**

Please visit our website [www.certifiedflyers.com](http://www.certifiedflyers.com) and click on the location tab.