





FLIGHT TRAINING LONDON

MULTI-ENGINE COMPETENCY-BASED INSTRUMENT RATING (ME CBIR)

Cost Breakdown

Course conducted on a Diamond DA42 NG Multi-engine aircraft and Alsim DA42 NG Simulator (FNPT-II).

OPTION 1

If starting from scratch:

45 hours without a CPL: £18,975 (Based on minimum hours; 30 hours Alsim DA42 NG Simulator Training at £300 per hour (£9,000) + 15 hours DA42 NG Aircraft Training at £665 per hour (£9,975).

If a CPL is held:

35 hours for CPL holders: £15,975 (Based on minimum hours; 20 hours Alsim DA42 NG Simulator Training at £300 per hour (£6,000) + 15 hours DA42 NG Aircraft Training at £665 per hour (£9,975).

OPTION 2

If an IR rating is held or credits can be given for IR training previously undertaken by a certified IR instructor:

The training is customised on a case-by-case basis. A minimum of 15 hours of MEIR training in a multi-engine aircraft must be completed, the rest will be determined by the ATO depending on experience and performance.

15 hours: £9,975 (15 hours DA42 Aircraft Training at £665 per hour).

Other costs to think about:

Approach Fees: You can estimate around £600 for these, however, the number of approaches you will be required to complete is performance-based.

CAA Test Fee: £925 (Paid directly to the CAA prior to sitting the skills test).

Aircraft Hire for Test: Approximately 2 hours at aircraft hire rate (£600 per hour).

CAA Processing Fee: When processing your application, the CAA will charge you a fee. This will be around £263 to have the rating added to your licence, plus a courier fee of around £20. See the CAA Scheme of charges on their website at the time of your application for an accurate cost.

Membership: £20 per month (or £150 a year upfront).

Headset: Due to Covid-19, it is now mandatory to have your own headset.

Continued overleaf...







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MULTI-ENGINE COMPETENCY-BASED INSTRUMENT RATING (ME CBIR) *(cont)*

Pre-Requisites:

The following requirements must have been met prior to the commencement of the course:

- You need to be a holder of a valid MEP rating
- Hold a valid Class 1 or 2 Medical
- You must have passed all the ATPL or CPL theory exams for the authority you will be applying to, either EASA or UK CAA.

Part of the course can be done in a single engine aircraft, please enquire for details.

All stated training hours are the minimum required by the regulatory authority before applying for a skills test. Weather, aircraft serviceability and personal learning capacity may increase the duration of the course.

Prices current as of 1st March 2024 and inclusive of VAT, landing fees at Elstree and instructor charges where applicable. These prices are subject to change without notice in unforeseen circumstances.