ZELF VLIEGEN CHOSES TECNAM P-MENTOR FOR TRANSAVIA AIRLINE PILOT PROGRAM

News / Maintenance / Trainings, Manufacturer

Zelf Vliegen chose Tecnam P-Mentor for its fleet renewal program. The aircraft will be used for both PPL – Private Pilot License – as well as the MPL – Multi Pilot License – courses. The characteristics of the P-Mentor meet the requirements of Transavia's Airline Pilot Program and the conditions that Zelf Vliegen sets for its ATO training rules. When renewing the fleet, the flight school takes continuity and sustainability into account, among other things. With a vision for the future, Zelf Vliegen will gradually build a professional and universal fleet of modern aircraft.

The prices of the current aircraft used for the Airline Pilot Program have risen so much compared to 2018 that they no longer fit their vision. In addition, the fact that the aviation sector has to meet sustainability objectives also played a role. The Tecnam fleet will be modern and affordable and contribute to lower CO2emissions, which fits in with the overall vision of Zelf Vliegen.

Angelique Buitenhuis, Zelf Vliegen CEO/CFO commented**:** "With this new modern fleet, Zelf Vliegen sees that the positive developments of the past year will continue in 2023. A multitude of training flights are already on the agenda for the first quarter and as far as Transavia's Airline Pilot Program is concerned, there will even be two classes starting the flight phase of their training in

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2023.”

Walter Da Costa, Tecnam’s Chief Sales Officer said: “Commercial aviation has a huge demand of pilots. Tecnam offers solutions to train pilots in the most efficient and safe way. Our P-Mentor is a unique solution in the market, ensuring reliability, costs control, smart training.”

Tecnam Green Fleet. Based on recent data and industry benchmarks, flight training schools operating Tecnam’s single and twin-engine fleets can save as much as 10 tons of CO_2 emissions for every single student graduating with a Commercial Pilot License – a 60% reduction compared to legacy fleets using Avgas 100LL fuel. (Based on 155 flight training hours, including 30 hours on the twin.)

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