

Welcome to Harv's Air!

Thank you for taking the time to checkout our info package. We are thrilled to welcome students from around the world and right here at home!

Harv's Air Service began in Steinbach, Manitoba, Canada, and has been in continuous operation since 1972, growing to be the leading flight training school in Canada. In 2005, Harv's Air expanded to an additional location in St. Andrews Manitoba.

Harv's Air in St. Andrews is second to none. Flying from the St. Andrews location offers a large and diversified fleet, and pilots can be assured of aircraft availability and variety. Operating a mixed fleet of Cessna 152's, Cessna 172's, Citabria, Piper Warrior, Piper Seminole, and Diamond DA 40. Flight Training Devices are also available to students, including a full motion VFR and IFR simulator.

The flight instructors and staff are fully qualified and dedicated to making your flight training the most fulfilling, enjoyable experience possible. We also have several Pilot Examiners employed in the company ensuring the highest standard of flight training possible and quick access to the flight test.

The campus includes two large hangers (all aircraft hangered daily), a 10,000 sq foot facility including classrooms, offices, restaurant, and accommodations for up to 20 students located on the school grounds. The airport is ideally suited to flight training offering a control tower and 3 runways with 24 hours access. A Transport Canada approved written examination center is also available for the Private Pilot written examination.

We hope this information package answers many of your questions regarding flight training, should you have any additional questions, please feel free to contact us.

Transport Canada has standards & requirements for licences and ratings that must be met in order to issue the licence or rating. The costs in our package for the licences and ratings are based on the minimum requirements as set by Transport Canada. Total cost for the training will vary depending on each individual as all students will progress at varying learning rates to reach the set standard. Our estimates include a realistic ratio of dual and solo for each course. For example, our estimate for the Private Pilot Licence is for 45 hours of flight time including 33 hours of dual and 12 hours of solo. This is a reasonable ratio. Some schools will quote on 45 hours by including 17 hours of dual and 28 hours of solo.

Our package lists as many of the costs that we can anticipate in order to provide accurate estimates for training. Our flying rates include fuel, one headset, insurance and oil. The rate includes what we consider normal fuel cost. If fuel costs spike, then we'll have to pass it on as a fuel surcharge if we think the higher fuel costs are temporary. The fees are not optional and many are for Transport Canada.



How Flight Training Works and Frequently Asked Questions

This document is to give an overview of how flight training works. As always, please feel free to ask questions.

How do I start? Contact us to schedule a tour of the school and ideally a Discovery flight. A Discovery flight is the first flying lesson that will show you what learning to fly is like, without having to commit to the course.

There are 2 parts to learning to fly. Flight training and ground school.

Flight Training Commencement: Flight Training can begin generally at any time. Since flying is one-on-one with your instructor in the airplane or flight training device, you simply make a schedule with them that will work for both of you. Ideally, contact the school at least several days prior to when you want to start so that you can get your preferred time. After your first few lessons, you and your instructor will book in your

Ground school options: The 3 options are classroom, online/distance learning (www.pilottraining.ca), or one on one with a flight instructor.

Classroom ground school has a set schedule and start time based on the demand for a class. At least 5 students are needed to run a classroom ground school. Contact the school for the current schedule.

Online ground school starts at any time, and goes at the student's pace and schedule. Online ground school has slides, videos, quizzes and practice exams with online forums for interaction. In recent years 90% of students are taking ground school online.

Ground School can also be taken one on one with a flight instructor. This is more flexible and customized to your learning needs, but will cost more.

Ideally students start ground school just before starting flight training and complete both at the same time. This way what you learn in theory you can put to practical use in the airplane. You can also take ground school before flight training but this can be more difficult because you are learning theory and trying to imagine the practical aspects of flying without flying.

Medical: To complete the licence and fly solo you'll need an aviation medical test. This is a basic medical checkout that needs to be done by a doctor approved by Transport Canada. Book your aviation medical at least 3 weeks prior to starting your flight training (especially if you're planning a full time training schedule). This allows sufficient time for your medical to be processed by Transport Canada and mailed back to you. See the list of doctors in this package.

Flight instructor selection: We suggest that you do a few lessons with different instructors to find the individual who is the best fit for your learning style, schedule, and that you get along with. If you did a discovery flight and liked the instructor who you flew with, you can remain with them. If you would like to try others, you can do that. You want to fly with an instructor that you get along with because you will be spending a lot of time together.

Lesson Scheduling: These are scheduled in 1 ½ hour increments (normally). Plan to be at the school for at least 2 hours for each lesson. In the beginning of flight training—for the first 5 lessons (approximately)—you will need about 4 hours for each lesson. There is about 1 ½ hours of preparatory ground school (learning "how" to fly the plane) and then about 1 hour of flying to learn what was just taught on the ground. In between that, there is time needed to prepare the aircraft for flight, discuss the plan for the flight, and complete paperwork required for the flight to take place. Following the flight, there is a post flight briefing to discuss what was covered during the flight, and what the plan for the next lesson is. As a student, if you come with your assigned homework complete prior to the preparatory ground school, this time could be shorter. From there, your instructor will guide you through the training syllabus at your pace.

Once you are into the training phase of learning to take off and land, there is normally less preparatory ground school so then you can schedule 2 flight lessons per day (if you're on a full time schedule) or as works for you and your instructor. You will still want to budget a time of about 2 ½ hours to be at the school for that though, as there is still time needed for briefings of the flight, preparing the plane, and the paperwork. From there, your instructor will guide you through the training syllabus at your pace.

Full time schedule vs. Part time schedule: Full time is considered to be 5-6 days per week, with 2-3 lessons per day. Part time is considered to be 3 days per week, 1 lesson per day. This is all entirely flexible based on your availability and what can be scheduled with your instructor. The more often you can come for training, the smoother and quicker your training will go. Less review will be required, which often results in requiring less hours to meet the standards; therefore, a lower cost.

Flight Training Standards vs. Flight Training Requirements: Requirements are those hours set by Transport Canada for the licences, ratings, or permits. These must be met in order to get the intended licence, rating, or permit. The Standards are also set by Transport Canada in the applicable Flight Test Guide for the licence, rating, or permit. These standards must also be met in order to complete the intended item—this is done by way of passing flight test. Meeting the standards does not always line up with completion of the hours required. If you have met the hour requirement, but the standards have not been met, more flight training is required (which will inevitably mean that the cost will be higher than what is listed in the information package). We will keep you informed with your progress and estimated cost, and will do everything to help you achieve your goals in minimum cost.

Financial Information: All flight training must be paid for at the time of the lesson. Flight training may be paid using one of three options:

Payment Per Flight: After each day of flights and/or ground school payment will be required. The account must be cleared before the next day's flights/ground can begin.

Lump Sum Payment: An amount of funds (usually a larger sum) can be applied to your account and when the funds are depleted, you will be informed so you can apply another sum of money.

Weekly Credit Payment: You can provide us with a credit card that we will charge each Friday with the training and/or supplies you have received the previous week. A statement and receipt will be given to you so you can keep track of your training and payments

Flight School Checklist

Course and Financial Information:

Is the pace of the course and scheduling flexible or fixed?

Is there a written syllabus or course manual (what is used to guide training)?

What does the cost include? Be sure to check:

Cost of airplane per hour

Is fuel included?

Headset included?

Is insurance included? What is the insurance deductible?

Do you have to buy extra insurance to cover a large deductible?

How many hours does the listed pilot license price include?

How many hours does it really take to complete the course?

Does it include all of the incidental fees that are paid throughout the training (licensing fees, testing fees, medical, briefing time)?

Is there a "club" or "initiation" fee?

Is there a different fee for different instructors?

How is the flight training paid for? Options?

Equipment and Facilities:

Who owns the aircraft and buildings? Are they owned or leased?

Are the aircraft well maintained? Who does the maintenance? On site?

Aesthetically, how do the aircraft look?

Does snow/frost need to be removed from the aircraft in the winter? Is the student expected to do it? Or are the planes stored in a hangar?

What types of aircraft? Tricycle gear, tailwheel, aerobatics, low wing, high wing?

What are the newest airplanes?

Do the airplanes have modern cockpits (including GPS, glass cockpit avionics)?

Does the school operate advanced simulators?

Is there on-site written examination equipment?

Are there accommodations available for students? Are they close?

What type of airport does the school operate at? (controlled/uncontrolled)

Personnel:

Who owns and operates the school?

What experience do the instructors have?

Is there a Pilot Examiner on staff?

As a new student, are you assigned an instructor or encouraged to try several to find one that works for you?

Website:

Is the website clear and comprehensive?

Are the current rates listed on the website?

Does the school actually own the aircraft that are listed on the website?

Do the staff listed work at the school on a daily basis?

Civil Aviation Medical Examiners

Doctor	City	Country	Contact
ALBAK, R.E.	Winnipeg	Canada	(204) 958-6724
CRONIN, R.J.	Winnipeg	Canada	(204) 831-4741
FOGEL, M.L.	Winnipeg	Canada	(204) 783-7070
HILDAHL, C.R.	Winnipeg	Canada	(204) 654-3083
KATI, A.	Winnipeg	Canada	(204) 654-3083
KOTECHA, Y.J.	Winnipeg	Canada	(204) 958-6724
LEE, H.B.	Winnipeg	Canada	(204) 953-1260
LEE, S.	Winnipeg	Canada	(204) 231-3355
PETERSON, J.D.	Winnipeg	Canada	(204) 256-4343
PRODAN, O.	Winnipeg	Canada	(204) 957-1900
FUCHS, G.R.	Selkirk	Canada	(204) 785-2626
RICE, P.	Portage La Prairie	Canada	(204) 857-3445
LOADER, K.R.	Brandon	Canada	(204) 728-4440
BEVERIDGE, JAMES E.	Kenora	Canada	(807) 468-3021
DALY, BRUCE G.	Kenora	Canada	(807) 468-3600
KROEKER, JOEL	Kenora	Canada	(807) 547-2818
WHITTAKER, MARK	Dryden	Canada	(807) 223-2258
JOHNSON, R.W.	Thunder Bay	Canada	(807) 346-9400
THIBERT, M. R.	Thunder Bay	Canada	(807) 346-5939
Trusdale, T.N.W.	Thunder Bay	Canada	(807) 577-4888

You can also search on:

<http://www.wapps.tc.gc.ca/Saf-Sec-Sur/2/CAME-MEAC/l.aspx>

Recreational Pilot Permit

Privileges

Fly for the fun of it!

Fly any four-place airplane with one passenger in Canada. Easy upgrade to a Private Pilot Licence

Prerequisite

16 Birthdays

Class 4 medical. Obtained from your family doctor.

Course requirements

A minimum of 25 hours of flight training including:

15 hours dual (with an instructor)

5 hours solo

Although ground school is not required we suggest at least 20 hours of ground school.

Subjects include instruction on Air Law, Meteorology, Navigation, and Aeronautical General Knowledge.

A Transport Canada Flight and Written Test are also required.

Normal Pre and Post Flight briefings are included with the lessons.

Duration

Training is at the students pace and convenience.

The course will take 3-4 weeks if full time, 3 months if part time (2 lessons a week).

Cost breakdown

Based on Transport Canada minimum requirements; includes associated fees.

17	hours dual in a Cessna 152 @	209.00	per hour	3553.00
8	hours solo in a Cessna 152 @	144.00	per hour	1152.00
10	hours preparatory ground instruction @	47.00	per hour	470.00
	Ground School course (optional) and pilot kit			820.00
	Licencing and Test fees			715.00
	Aviation Medical Fee (Family Physician)			40.00
	TAX (GST)			299.75
	Total			<u>7049.75</u>

The average individual may not complete the licence or rating in the minimum time.

Some factors that affect the cost of the course include an individual's ability as well as the frequency of lessons. On average, the cost is \$7500 to \$9500.

Payment can be made by cash, cheque, visa, mastercard, and debit card. Payment is expected before flight and may be paid as training progresses. Cost subject to change without notice.

All Fees are in Canadian Funds.



Private Pilot Licence

Privileges

Fly for the fun of it!

Fly any Canadian registered aircraft anywhere in the world!

Prerequisite

17 Birthdays

Class 3 medical obtained from a Canadian aviation medical examiner.



Course requirements

A minimum of 45 hours of flight training including:

17 hours of dual including 5 hours of instrument training, 3 hours cross country

12 hours of solo including 5 hours of cross country

A minimum of 40 hours of ground school including instruction in Air Law, Meteorology, Navigation, and General knowledge. Ground school can be completed online or in a classroom.

Normal Pre and Post flight briefings are included with the lessons.

A Transport Canada Written and Flight test are also required.

Duration

Training is at the student's pace and convenience. The course will take 5-6 weeks if full time, 5 months if part time (3 lessons/week).

Cost breakdown

Based on Transport Canada minimum requirements; includes associated fees.

33	hours dual in a Cessna 152 @	209.00	per hour	6897.00
12	hours solo in a Cessna 152 @	144.00	per hour	1728.00
10	hours preparatory ground instruction @	47.00	per hour	470.00
	Ground School Course and Pilot Kit			820.00
	Licence and Test fees			715.00
	Aviation Medical Fee			225.00
	TAX (GST)			495.75
	Total			<u>11350.75</u>

The average individual may not complete the licence or rating in the minimum time.

Some factors that affect the cost of the course include an individual's ability as well as the frequency of the lessons. On average, the cost is \$11,500 to \$14,500

Payment can be made by cash, cheque, visa, mastercard, and debit card. Payment is expected before flight and may be paid as training progresses. Cost subject to change without notice.

All Fees are in Canadian Funds.

Night Rating

Privileges

Allows the pilot to fly during official night

Prerequisite

The candidate must hold a Private licence

Course Requirements

A minimum of 15 hours Flight Training including:

10 hours of dual, including 5 hours night training (2 hours cross country), with 5 hours of instrument (to total 10 hours, 5 having been completed on the Private Pilot Licence)

5 hours solo at night.

Although there is no practical or written test, candidates must meet the skill requirements.

Duration

Training is at the students pace and convenience. The course will take

1 week if full time and 1 month if part time (3 lessons a week).

Cost breakdown

The minimum cost for this course would be:

10	hours dual in a Cessna 152 @	209.00	per hour	2090.00
5	hours solo in a Cessna 152 @	144.00	per hour	720.00
15	Night Surcharge	9	per hour	135.00
	Ground School Course and Briefings			104.00
	Transport Canada Rating Fee			30.00
	TAX (GST)			36.00
	Total			<u>3079.00</u>

Cost assumes Private Pilot Licence previously completed.

Payment can be made by cash, cheque, visa, mastercard, and debit card. Payment is expected before flight and may be paid as training progresses. Cost subject to change without notice.

All Fees are in Canadian Funds.

VFR Over the Top Rating

Flying VFR over the top means flying with visual reference to a layer of cloud instead of the earth's surface. This type of VFR flying offers challenges that require advanced training in instrument flying and radio navigation skills. It also requires advanced training and skill in interpretation and application of weather reports and forecasts.

Prerequisite

The candidate must hold a Private pilot Licence.

A pilot who holds a Commercial licence or Instrument rating automatically receive VFR OTT privileges.

Course Requirements

A minimum of 15 hours of instrument training.

Instrument hours from the Private pilot licence and Night Rating may be included.

Five hours can be done on the simulator.

Ground training consists of a knowledge and understanding of all pertinent air regulations, airspace, weather, instrument flying techniques, and the use of radio aids. ADF, VOR, and GPS will be covered. Although there is no practical or written test, candidates must meet the skill requirements.

Duration

Training is at the student's pace and convenience. When possible some training will be scheduled under actual conditions.

Cost breakdown

An average cost, doing the training in a Cessna 172 is:

5	hours dual Redbird simulator@	126.00	per hour	630.00
5	hours dual Cessna 172 @	254.00	per hour	1270.00
5	hours ground	52.00	per hour	260.00
Transport Canada Rating Fee				30.00
Tax exempt If part of the Commercial Course				
Total				<u>2190.00</u>

Payment can be made by cash, cheque visa, mastercard, and debit card. Payment is expected before flight and may be paid as training progresses. Cost subject to change without notice.
All Fees are in Canadian Funds.

Commercial Pilot Licence

Duration

Privileges

The Commercial Pilot Licence allows you to fly for hire or reward.

Training is at the student's pace and convenience.
The course will take 4-6 weeks if full time.

Prerequisite

Private Pilot Licence
18 Birthdays

Class 1 medical that is obtained from a Canadian aviation medical examiner. There are no special educational requirement other than a working knowledge of English or French

Course Requirements

A minimum of 200 hours of flight time and 100 hours of Pilot in Command time including 20 hours of cross country hours. All previous flight time counts towards the Commercial Pilot Course. Time building may be required to reach the required time. The Commercial Course consists of 65 hours of flight training and 80 hours of ground school. The breakdown includes the night rating and VFR OTT.

35 hours of dual instruction including:	30 hours of solo flight time including:
10 hrs of advanced dual instruction including at least 5 hrs of X-Country	25 hrs of general practice, including airwork, and radio communication
20 hrs of instrument time (10 can be on a simulator)	5 hrs of solo night
5 hrs dual night	Straight line cross country of at least 300 nautical miles with landings at 3 other airports other than departure.

Cost breakdown

Based on Transport Canada minimum requirements

35	hours dual in a Cessna 152 @	209.00	per hour	7315.00
30	hours solo in a Cessna 152 @	144.00	per hour	4320.00
10	hours preparatory ground instruction @	52.00	per hour	520.00
	Ground School course and pilot kit			688.83
	Test and Licencing Fee			680.00
	Medical, ECG, Audiogram			289.50
	Tax (GST)			552.84
	Total			<u>14366.17</u>

The average individual may not complete the licence or rating in the minimum time.

Some factors that affect the cost of the course include an individual's ability as well as the frequency of the lessons.

Payment can be made by cash, cheque, visa, mastercard, and debit card. Payment is expected before flight and may be paid as training progresses. Cost subject to change without notice.

All Fees are in Canadian Funds.

Multi Engine Rating

Privileges

Allows the pilot to fly aircraft with more than one engine.

Course Requirements

Must be proficient to pass the flight test.

There is no minimum time. No written test.

Normal pre and post flight briefings included with the lessons.

The multi rating does not have a set number of required hours. Individual students may complete the training in a different amount of time as it depends on a student's skill.

Prerequisite

Candidate must hold a Private Pilot Licence

Duration

Training is at the student's pace and convenience. The course will take 3-6 days if full time.



Cost Breakdown

Approximate cost for the rating is:

1	hour dual in Redbird Simulator	137.00	per hour	137.00
8	hours dual in a Seminole @	400.00	per hour	3200.00
	Ground school course and briefings			274.00
	Licencing and Test Fees			480.00
	Total			<u>4091.00</u>

Payment can be made by cash, cheque, visa, mastercard, and debit card. Payment is expected before flight and may be paid as training progresses. Cost subject to change without notice.

All Fees are in Canadian Funds.

Instrument Rating

Privileges

Allows the pilot to fly during instrument conditions in either a single or multi engine aircraft

Prerequisite

Candidate must hold a Private Pilot Licence and have 50 hours of Cross country time.

Course Requirements

40 hours of instrument time (instrument time previously logged on the PPL, night rating, or CPL can be credited toward this minimum time). 20 hour can be on a simulator.

A dual cross country of 100 nautical miles under simulated or actual IFR conditions must be completed. A Transport Canada written exam and flight test are also required.

Duration

Training is at the student's pace and convenience. The course will take approximately 2-3 weeks if full time, 3-4 months for part time.

Single IFR cost breakdown:

Approximate cost with 10 hours instrument from PPL and night rating

15	hours dual Redbird Simulator @	126.00	per hour	1890.00
15	hours dual Cessna 172 @	254.00	per hour	3810.00
10	preparatory ground instruction	57.00	per hour	570.00
	Ground School (optional) and Text books			553.57
	Flight test, written exam, and rating fees			515.00
	Tax			27.68
Total				<u>7366.25</u>

For training in Diamond DA-40 add 315.00

Multi IFR cost breakdown:

Approximate cost with 10 hours instrument from PPL and night rating

15	hours dual Redbird Simulator @	132.00	per hour	1980.00
15	hours dual Piper Seminole @	400.00	per hour	6000.00
10	preparatory ground instruction	57.00	per hour	570.00
	Ground School Course (Optional) and Briefings			553.57
	Flight test, written exam, and rating fees			515.00
Total				<u>9618.57</u>



The average individual may not complete the licence or rating in the minimum time. Some factors that affect the cost of the course include an individual's ability as well as the frequency of the lessons.

Payment can be made by cash, cheque, visa, mastercard, and debit card. Payment is expected before flight and may be paid as training progresses. Cost subject to change without notice.

Flight Instructor Rating

Privileges

With a Class 4 instructor rating, you will be allowed to conduct flight training for the issue of licences and permits. The new instructor must teach under the supervision of a Class 1 or 2 instructor.

Prerequisite

The candidate must hold a Commercial licence.

Course Requirements

A minimum of 30 hours of dual including 5 hours instrument training. 25 hours of ground school is required.

Normal pre and post flight briefing as included with the lesson.

Transport Canada written exam and flight test are required.

Duration

Training is at the student's pace and convenience. The course will take 6-8 weeks full time, 4 months for part time.

Cost breakdown

Average cost of the course will be:

18	hours dual Cessna 152 @	230.00	per hour	4140.00
10	hours dual Cessna 172 @	245.00	per hour	2450.00
2	hours dual DA 40 @	296.00	per hour	592.00
1	hours Redbird Simulator @	126.00	per hour	126.00
25	hours one on one Ground School @	75.00	per hour	1875.00
	Text books and Instructor Kit			184.56
	Flight Test, Written exam, and rating fee			515.00
	Total			<u>9882.56</u>

Solo time is not required for the instructor rating, but student should plan on doing 5 hours of solo time.

The course requires 30 hours of instruction. Ratio of types of aircraft are up to the student and instructor which would then change the cost. The cost listed is based on completing the training in minimum required time as set by Transport Canada.

Actual completion time will vary depending on the student.



Airplane Checkout Courses

Privileges

Allows a pilot to fly aircraft that differ from their original training aircraft.

Course Requirements

Must be proficient to fly the aircraft confidently and safely. Hours and duration required will vary based on pilot proficiency.

Once the checkout has been completed, a pilot is checked in the conditions that were present during the dual flights. If conditions vary, an additional check may be required (normally based on surface wind conditions).

Ground School

For each checkout, there is a ground course available at www.pilottraining.ca

There is no cost involved. The enrolment key is "harvsair". By taking this course, it will prepare pilots for flying the aircraft.

Citabira (Tail Wheel) Checkout

Average cost of the course is:

8	hours dual in a Citabria 7-ECA @	229.00	per hour	1832.00
	Briefings			52.00
	Tax			94.20
	Total			<u>1978.20</u>

Cessna 172 Checkout

Average cost of the course is:

2	hours dual in a Cessna 172 @	224.00	per hour	448.00
	Briefings			52.00
	Tax			25.00
	Total			<u>525.00</u>

Piper Warrior Checkout

Average cost of the course is:

2	hours dual in a Warrior@	229.00	per hour	458.00
	Briefings			52.00
	Tax			25.50
	Total			<u>535.50</u>

Payment can be made by cash, cheque, visa, mastercard, and debit card. Payment is expected before flight and may be paid as training progresses. Cost subject to change without notice.
All Fees are in Canadian Funds.

Glass Cockpit Checkouts

Diamond DA40 Checkout (includes Garmin 1000 training)

Average Co	hours dual G1000 Simulator @	101	per hour	202.00
2	hours dual DA40 @	275	per hour	550.00
2				52.00
Briefings				30.10
Tax				834.10
Total				

C172S Checkout (Garmin 1000 and fuel injected Cessna 172)

Average Co	hours dual G1000 Simulator @	101	per hour	202.00
2	hours dual Cessna 172 @	254	per hour	508.00
2				52.00
Briefings				28.00
Tax				790.00
Total				



Course Description

Harv's Air Service is proud to offer many options to complete the Commercial Licence and to achieve your aviation goals. Within the industry, there are several options as far as what is required of a pilot in order to work as a pilot. The minimum requirement is the Commercial licence, after that, it will depend on the type of job you want to do which will determine which ratings to add onto your licence.

Below is a brief description of what is involved with each licence/rating:

1. Private Pilot Licence (PPL):

This is the beginning. The licence requires a minimum of 45 hours of flight training and 40 hours of ground school. Upon completion of the course, you would have a licence to fly single engine airplanes, with passengers. Involved within the private training is the exams for the student pilot permit and radio operators certificate; in the flying is the basics of flying, air work, take offs, landings, cross countries, instrument flying, precautionary and forced landings. The flying is done both with an instructor and solo. There is a written exam and a flight test in order to become a Private Pilot.

2. Night Rating:

The night rating is 15 hours of flight training. There is another 5 hours of instrument flying (after the PPL), 5 hours dual night flying, and 5 hours solo night flying. There is a cross country flight. Upon completion of the time and satisfactory flying, the night rating can be issued.

3. Time building:

Time building happens from the completion of the PPL on into the Commercial licence training as the Commercial licence requires 200 hours total time with 100 hour being pilot in command time (solo flying). The night rating is part of both the time building and the Commercial training. During this time, you can do check outs in other aircraft, cross country flights, and additional ratings (multi engine rating, instrument rating or aerobatic rating).

4. Multi Rating:

This rating allows you to fly aircraft with more than one engine. There is no specific time required but you must meet the standard and pass a flight test.

5. Instrument Rating (IFR):

This can be done on a single engine or multi engine aircraft. The multi IFR will cost more because of the additional cost to fly a multi engine aircraft. This rating allows you the privilege of flying in instrument conditions (in cloud). Some of this training is done in a simulator to learn procedures, the rest is in the aircraft. There is a written exam and flight test in order to get this rating.

6. Commercial Licence (CPL):

The commercial licence allows you to fly for hire or reward--meaning you can make money by flying. The training is similar to that of the PPL, but now the standards to be met are higher. The ground school requirement is 80 hours. To hold a CPL, the standards and requirements have to be met, and also pass the written exam and flight test.

7. Instructor Rating:

This rating can be completed only after being licenced as a Commercial Pilot. It gives you the privilege of being able to instruct people in how to fly. Initially, the Class 4 instructor rating would be issued upon completion of the written exam and flight test. Topics covered in the training are learning factors, instructional techniques, right seat flying, in flight teach, etc.

Professional Pilot Course

Private and Commercial Pilot Licences, together with Multi Engine Instrument Ratings

Prerequisite

18 Years Old
High School Diploma or equivalent
Class 1 Medical

Includes

Private Pilot Licence
Night Rating
Commercial Pilot Licence
Multi Engine Rating
Instrument Rating

Privileges

Canadian Commercial Pilot Licence:
Fly for hire or reward. Fly single and multi engine aircraft day or night, in visual and instrument weather conditions.

Duration

Can be completed in 6 - 9 months.
(Actual time depends on the individual)

Cost breakdown

DUAL Training (With instructor)		
5	hrs	DA-40 (glass cockpit) \$1,375.00
5	hrs	PA-28-161 (Warrior) \$1,145.00
12	hrs	Cessna 172 \$2,508.00
51	hrs	Cessna 152 \$10,659.00
27	hrs	Seminole (twin engine) \$10,800.00
20	hrs	Flight Training Device \$2,640.00
SOLO Flight Training		
10	hrs	PA-28-161 (Warrior) \$1,640.00
45	hrs	Cessna 172 \$7,155.00
45	hrs	Cessna 152 \$6,480.00
Ground School and Pilot Supplies		
		Private Pilot Course \$500.00
		Private Pilot Kit \$320.00
		Commercial Pilot Course \$500.00
		Commercial Pilot Kit \$188.83
		Multi Engine Course \$125.00
		Multi Engine Pilot Kit \$45.00
		Instrument Course \$350.00
		Instrument Pilot Kit \$203.57
40	hrs	Preflight briefings \$2,080.00
		Flight test, Written Exam Fees, Licenc \$2,722.50
		TAX \$1,400.70
		TOTAL \$52,837.60

Commercial Pilot Packages

The following are course combinations within the Commercial Licence depending on your goals.

Professional Course: Basic

Private Pilot Licence	45 hours	\$11,351
Time Building	90 hours	\$13,635
Commercial Licence	65 hours	\$14,366
Totals	200 hours	\$39,352

Duration approximately 6 months

Professional Course: Single IFR

Private Pilot Licence	45 hours	\$11,351
Time building	60 hours	\$8,940
Single IFR	30 hours	\$7,366
Commercial Licence	65 hours	\$14,366
Totals	200 hours	\$42,023

Duration approximately 7 months



Professional Course: Instructor

Private Pilot Licence	45 hours	\$11,351
Time Building	90 hours	\$13,635
Commercial Licence	65 hours	\$14,366
Instructor Rating	30 hours	\$9,883
Totals	230 hours	\$49,234

Duration approximately 8 months

Professional Course: Multi IFR

Private Pilot Licence	45 hours	\$11,351
Time Building	68 hours	\$10,212
Multi IFR	27 hours	\$13,710
Commercial Licence	65 hours	\$14,366
Totals	205 hours	\$49,638

Duration approximately 8 months



Professional Course: Instructor Multi IFR

Private Pilot Licence	45 hours	\$11,351
Time Building	68 hours	\$10,212
Multi IFR	27 hours	\$13,710
Commercial Licence	65 hours	\$14,366
Instructor Rating	30 hours	\$9,883
Totals	235 hours	\$59,521

Duration approximately 10 months

Professional Course: 250 hours Flight experience

Private Pilot Licence	45 hours	\$11,351
Time building	113 hours	\$16,907
Multi IFR	27 hours	\$13,710
Commercial Licence	65 hours	\$14,366
Totals	250 hours	\$56,333

Duration approximately 11 months

Instrument Rating Renewal

Harv's Air Service now offers the option to renew the instrument rating on a simulator.

The renewal can be done in a single or multi engine aircraft, and by using the sim, it can be in an area that you're familiar with.

Instrument panels that are available are traditional, Garmin 430/530, and Garmin 1000. Training is concentrated so you save time (no need for start up, taxi, commute to practice area), providing a much greater value for the money being spent. Actual scenarios can be shown (actual IFR, circuit breakers popping, icing, snow, etc.).

The renewal on the simulator can be done if it has been 24 to 48 months since your last instrument rating flight test. If it has been more the 24 months, you will also have to do the written exam (go to www.pilottraining.ca for the ground school).

The approximate cost will vary depending on the pilot. Below is an estimate:

4	hours dual in Redbird Simulator @	137 per hour	548
2	hours ground briefing @	57 per hour	114
	Instrument Proficiency Check Fee		450
Total			1112

Approximate time to complete is 1-2 days. Accommodations may be available.

Contact 339 6186 or info@harvsair.com for more information.



RPP COST DIFFERENCE

17	hours dual in a Cessna 172 @	224.00	per hour	3808.00
8	hours solo in a Cessna 172 @	159.00	per hour	1272.00
10	hours preparatory ground instruction @	47.00	per hour	470.00
	Ground School course (optional) and pilot kit			820.00
	Licencing and Test fees			715.00
	Aviation Medical Fee (can use Family Physician)			40.00
	TAX (GST)			318.50
	Total in 172			<u>7443.50</u>
17	hours dual in a Warrior @	229.00	per hour	3893.00
8	hours solo in a Warrior@	164.00	per hour	1312.00
10	hours preparatory ground instruction @	47.00	per hour	470.00
	Ground School course (optional) and pilot kit			820.00
	Licencing and Test fees			715.00
	Aviation Medical Fee (can use Family Physician)			40.00
	TAX (GST)			324.75
	Total in Warrior			<u>7574.75</u>
17	hours dual in a Citabria @	229.00	per hour	3893.00
8	hours solo in a Citabria	164.00	per hour	1312.00
10	hours preparatory ground instruction @	47.00	per hour	470.00
	Ground School course (optional) and pilot kit			820.00
	Licencing and Test fees			715.00
	Aviation Medical Fee (can use Family Physician)			40.00
	TAX (GST)			324.75
	Total in Citabria			<u>7574.75</u>
17	hours dual in a Diamond @	275.00	per hour	4675.00
8	hours solo in a Diamond	210.00	per hour	1680.00
10	hours preparatory ground instruction @	47.00	per hour	470.00
	Ground School course (optional) and pilot kit			820.00
	Licencing and Test fees			715.00
	Aviation Medical Fee (can use Family Physician)			40.00
	TAX (GST)			382.25
	Total in Diamond			<u>8782.25</u>

PPL COST DIFFERENCES

33	hours dual in a Cessna 172 @	224.00	per hour	7392.00
12	hours solo in a Cessna 172 @	159.00	per hour	1908.00
10	hours preparatory ground instruction @	47.00	per hour	470.00
	Ground School Course and Pilot Kit			820.00
	Licence and Test fees			715.00
	Aviation Medical Fee			225.00
	TAX (GST)			529.50
	Total in 172			<u>12059.50</u>
33	hours dual in a Warrior @	229.00	per hour	7557.00
12	hours solo in a Warrior @	164.00	per hour	1968.00
10	hours preparatory ground instruction @	47.00	per hour	470.00
	Ground School Course and Pilot Kit			820.00
	Licence and Test fees			715.00
	Aviation Medical Fee			225.00
	TAX (GST)			540.75
	Total in Warrior			<u>12295.75</u>
33	hours dual in a Citabria @	229.00	per hour	7557.00
12	hours solo in a Citabria @	164.00	per hour	1968.00
10	hours preparatory ground instruction @	47.00	per hour	470.00
	Ground School Course and Pilot Kit			820.00
	Licence and Test fees			715.00
	Aviation Medical Fee			225.00
	TAX (GST)			540.75
	Total in Citabria			<u>12295.75</u>
33	hours dual in a Diamond @	275.00	per hour	9075.00
12	hours solo in a Diamond @	210.00	per hour	2520.00
10	hours preparatory ground instruction @	47.00	per hour	470.00
	Ground School Course and Pilot Kit			820.00
	Licence and Test fees			715.00
	Aviation Medical Fee			225.00
	TAX (GST)			644.25
	Total in Diamond			<u>14469.25</u>

NIGHT RATING				
10	hours dual in a Cessna 172 @	224.00	per hour	2240.00
5	hours solo in a Cessna 172 @	159.00	per hour	795.00
Ground School Course and Briefings				104.00
Licence Endorsment				30.00
TAX (GST)				39.75
Total in 172				<u>3208.75</u>
10	hours dual in a Warrior @	229.00	per hour	2290.00
5	hours solo in a Warrior @	164.00	per hour	820.00
Ground School Course and Briefings				104.00
Licence Endorsment				30.00
TAX (GST)				41.00
Total in Warrior				<u>3285.00</u>
10	hours dual in a Diamond @	275.00	per hour	2750.00
5	hours solo in a Diamond @	210.00	per hour	1050.00
Ground School Course and Briefings				104.00
Licence Endorsment				30.00
TAX (GST)				52.50
Total in Diamond				<u>3986.50</u>

SINGLE IFR				
15	hours dual Redbird Simulator @	126.00	per hour	1890.00
15	hours dual Diamond @	275.00	per hour	4125.00
10	preparatory ground instruction	57.00	per hour	570.00
Ground School (optional) and Text books				553.57
Flight test, written exam, and endorsment fees				515.00
Tax				27.68
Total IN DIAMOND				<u>7681.25</u>

CPL Cost Differences

35	hours dual in a Cessna 172 @	224.00	per hour	7840.00
30	hours solo in a Cessn 172 @	159.00	per hour	4770.00
10	preparatory ground instruction @	52.00	per hour	520.00
	Ground School course and pilot kit			688.83
	Test and Licencing Fee			680.00
	Medical, ECG, Audiogram			289.50
	Tax (GST)			606.84
	Total in 172			<u>15395.17</u>
35	hours dual in a Warrior @	229.00	per hour	8015.00
30	hours solo in a Warrior @	164.00	per hour	4920.00
10	preparatory ground instruction @	52.00	per hour	520.00
	Ground School course and pilot kit			688.83
	Test and Licencing Fee			680.00
	Medical, ECG, Audiogram			289.50
	Tax (GST)			624.84
	Total in Warrior			<u>15738.17</u>
35	hours dual in a Citabria @	229.00	per hour	8015.00
30	hours solo in a Citabria @	164.00	per hour	4920.00
10	preparatory ground instruction @	52.00	per hour	520.00
	Ground School course and pilot kit			688.83
	Test and Licencing Fee			680.00
	Medical, ECG, Audiogram			289.50
	Tax (GST)			624.84
	Total in Citabria			<u>15738.17</u>
35	hours dual in a Diamond @	275.00	per hour	9625.00
30	hours solo in a Diamond @	210.00	per hour	6300.00
10	preparatory ground instruction @	52.00	per hour	520.00
	Ground School course and pilot kit			688.83
	Test and Licencing Fee			680.00
	Medical, ECG, Audiogram			289.50
	Tax (GST)			790.44
	Total in Diamond			<u>18893.77</u>

AIRCRAFT	SOLO/HOUR	
C-152	\$144.00	
C-172 (PTO,SNV)	\$159.00	
C-172 (IHK,ZYI)	\$165.00	
C-172 (NIQ,RUT)	\$169.00	
C-172 (JOX)	\$189.00	
7 ECA (IBA,ZKC)	\$164.00	
PA-28-161	\$164.00	
DA-40	\$210.00	
DRY RATES	See Staff	
DUAL RATE	ADD	
REC / PPL / CPL	\$65.00	
INSTRUMENT	\$70.00	
INSTRUCTOR/ACRO	\$86.00	
OWN AIRCRAFT	\$91.00	
MULTI TRAINING	Dual	Solo
KPY	\$400	\$350
GOO	\$380	\$330
SIMULATOR TRAINING	Dual	Solo
Frasca Seminole	\$132	\$85
172	\$126	\$70
REDBIRD SIM G1000	\$126	\$65
Twin	\$137	\$85
G1000 SIM	\$101	\$44
EXTRA CHARGES		
NIGHT FLYING	\$9 / hr	
ACRO TRAINING	\$20 / hr	

TYPE OF TRAINING	GST	PST
PPL DUAL & SOLO	Y	N
PPL SOLO	Y	N
PPL GROUND	Y	N
CPL DUAL	N	N
CPL SOLO	Y	N
CPL GROUND	N	N
RENTALS	Y	Y
CHECK-OUT DUAL	Y	N
CHECK-OUT SOLO	Y	Y
INSTRUCTOR DUAL	N	N
INSTRUCTOR GND	N	N
MULTI DUAL & GND	N	N
IFR DUAL & GND	N	N
SIM DUAL	N	N
SIM SOLO	Y	Y
GROUND	per hour	
REC / PPL	\$47.00	
CPL	\$52.00	
MULTI / IFR	\$57.00	
INSTRUCTOR	\$75.00	
Classroom - PPL	450 plus GST	
Classroom - CPL	\$500.00	
ONLINE - PPL	\$275 plus GST	
ONLINE - CPL	\$300.00	
ONLINE - IFR	\$250.00	
Prices Subject to Change.		

CHARTERS		
NAVAJO	Call	
TRAVELAIR		
DISCOVERY FLIGHTS		
C-152	115 +GST	
C-172 or Citabria	125 +GST	
DA-40	160 +GST	
AIRPLANE RIDES	1/2 HR	1 HR
C-152	\$130.00	\$220.00
C-172	\$140.00	\$230.00
DA-40	\$185.00	\$280.00
Plus GST. When booking a ride, get a contact phone number as well as number of passengers (adults and children)		
FUEL		
FUEL COST	See Office Staff	
OIL	\$8.95	+GST & PST
TESTS		
PSTAR	\$30 plus GST	
RADIO LICENCE	\$30 plus GST	
OUTSIDE STUDENTS	\$45 plus GST	
FLIGHT TEST FEE	\$450 (no tax)	
PARTIAL FLIGHT TEST	\$200 (no tax)	
WRITTEN TEST FEE	\$150 (no tax)	
PARTIAL WRITTEN	\$60 (no tax)	
Effective April 10, 2018		