

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 is a family owned and operated air service with two locations around Winnipeg, Manitoba, Canada. We offer accelerated but very comprehensive courses for all licences and permits from the Recreational Permit on through to the Multi-IFR and Instructor Ratings. Since 1972 we have taken pride in offering the very best in flight training, in the safest, most enjoyable way possible.

Harv's Air Service's fleet of aircraft is second to none. We operate a mixed fleet of airplanes consisting of Cessna 152's, Cessna 172's, Piper Warrior, Pitts S2B, Citabria, Beach Travelair, and a Piper Navajo ensuring a variety in your flight training. In addition to having one of the youngest fleets in the flight training industry, all aircraft are maintained to the highest standard by our on staff Aircraft Engineers.

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.

Harv's Air operates from two locations; Steinbach South airport (just a 30 min. drive from Winnipeg) and the St. Andrews airport (just north of Winnipeg). Both operations offer a friendly, professional atmosphere. The Steinbach operation offers an uncontrolled airport (no control tower), with grass and paved runways. The St. Andrews location offers a controlled airport (control tower) with multiple runways and a variety of traffic. Students and customers are welcome to fly at both locations. We encourage you to visit our airports and check us out in person!

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, 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. Our package lists as many of the costs that we can anticipate in order to provide accurate estimates for training.

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 schedule.

Ground school options: The 3 options are classroom, online/distance learning (www.pilottraining.ca), or one 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
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?

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
KAETHLER, H.W.	Steinbach	Canada	(204) 326-8861
JACKSON, J.H.	Morden	Canada	(204) 822-4474
ALBAK, R.E.	Winnipeg	Canada	(204) 958-6724
FOGEL, M.L.	Winnipeg	Canada	(204) 783-7070
KOTECHA, Y.J.	Winnipeg	Canada	(204) 958-6724
LEE, H.B.	Winnipeg	Canada	(204) 953-1260
LEE, S.	Winnipeg	Canada	(204) 231-3355
PRODAN, O.	Winnipeg	Canada	(204) 957-1900
LANE, E.	Winkler	Canada	204-325-4312
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
REMUS, J. L.	Thunder Bay	Canada	(807) 623-7252
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://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/CAME-MEAC/l.aspx>

Recreational Pilot Permit

Privileges

Fly for the fun of it!
 Fly any 4-place airplane
 with one passenger in Canada
 Easy to upgrade to a PPL

Prerequisite

16 Birthdays
 Class 4 Medical (obtained from
 a family doctor)

Course Requirements

A minimum of 25 hours of flight training including:

15 hrs dual

(including 2hrs X-Country)

5 hrs solo

20 hours of ground school recommended (including
 instruction on Air Law, Meteorology, Navigation
 and General Aeronautical Knowledge
 A Transport Canada flight & written exam

Duration

Training is at the student's pace and convenience.
 The course will take 3-4 weeks full time, 3 months
 part time (2 lessons/week).

Cost Breakdown

Based on Transport Canada's Minimums

17 hours dual in a Cessna 152 @	\$195 per hour	\$	3,315
8 hours solo in a Cessna 152 @	\$135 per hour	\$	1,080
10 hours of ground briefings	\$45 per hour	\$	450
Ground School Course (optional)		\$	375
Pilot Kit (books & tools)		\$	310
Licence & Test Fees (Transport Canada)		\$	616
Aviation Medical Fee		\$	25
Tax (GST 5%)		\$	309
Total		\$	6,480

On average students require 30- 35 hours to
 complete the RPP. So the cost could be more like
 \$7000 - \$9500.



Private Pilot Licence

Privileges

Fly for the fun of it!
 Fly any Canadian registered
 airplane anywhere in the world

Prerequisite

17 Birthdays
 Class 3 Medical (obtained from an
 aviation medical examiner)

Course Requirements

A minimum of 45 hours of flight training including:

17 hrs dual (including 3hrs X-Country
 & 5 hrs instrument training)

12 hrs solo (including 5 hrs X-Country)

A minimum of 40 hours of ground school (including
 instruction on Air Law, Meteorolgy, Navigation, and
 General Aeronautical Knowledge
 A Transport Canada flight & written exam

Duration

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

Cost Breakdown

Based on Transport Canada's Minimums

33 hours dual in a Cessna 152 @	\$195 per hour	\$	6,435
12 hours solo in a Cessna 152 @	\$135 per hour	\$	1,620
10 hours of ground briefings	\$45 per hour	\$	450
Ground School course		\$	375
Pilot Kit (books & tools)		\$	310
Licence & Test Fees (Transport Canada)		\$	616
Aviation Medical Fee		\$	225
Tax (GST 5%)		\$	502
Total		\$	10,533

On average students require 55-65 hours to
 complete the PPL. So the cost could be more like
 \$11 000 - \$14 500 average.

Commercial Pilot Licence

Privileges

Fly for hire & reward



Duration

Training is at the students pace and convenience. The course will take 6 weeks if full time, 4 months if part time (3 lessons per week).

Course Requirements

200 hours Minimum of Flight

(all previous time counts)

*100 hrs as PIC (incl. 20 hrs X-Country)

80 hrs Minimum of Ground

Prerequisite

Private Pilot Licence

18 Birthdays

Class 1 Medical (obtained from an aviation medical examiner)

The Commercial course consists of 65 hours of flight training and 80 hours of ground school.

The break down includes a Night Endorsement and VFR-Over-The-Top (see next page for more details)

35 hours of dual instruction including:

10 hrs of advanced dual instruction
including at least 5 hrs of X-Country
20 hrs of instrument time
5 hrs dual night

30 hours of solo flight time including:

25 hrs of general practice, including airwork,
and radio communication
5 hrs of solo night
Straight line cross country of at least 300 nautical
miles with landings at 3 airports other than departure.

A minimum of 80 hours ground school. Including instruction on Air Law, Meteorology, Navigation, and General Knowledge. Normal Pre and Post Flight briefings are included with the lessons. A Transport Canada Written & Flight test is required.

Cost Breakdown

Based on Transport Canada's Minimums

35 hours dual in a Cessna 152 @	\$195 per hour	\$	6,825
30 hours solo in a Cessna 152 @	\$135 per hour	\$	4,050
10 hours of ground briefings	\$50 per hour	\$	500
Ground School Course & Pilot Kit		\$	700
Flight test, written exam,		\$	600
Transport Canada Licence Fee		\$	100
Aviation Medical Fee		\$	225
Tax (GST 5%)		\$	650
Total		\$	13,650

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 of flight training including:
10 hrs dual, including 5 hrs night training (2 of which are X-Country), & 5 hrs Instrument training (Total of 10 hrs instrument required of which 5 have usually been done on the private course.

5 hrs solo at night

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

Duration

Training is at the student's pace and convenience. The course will take 1 week full time or 1 month part time (3 lessons/week).

Cost Breakdown

Based on Transport Canada's Minimums

10 hours dual in a Cessna 152 @	\$203 per hour	\$	2,030
5 hours solo in a Cessna 152 @	\$143 per hour	\$	715
10 Night Flying Surcharge	\$9 per hour	\$	90
Ground School course & briefings		\$	80
Licence Endorsement		\$	55
Tax (GST 5%)		\$	11
Total		\$	2,981

The above course presumes that the student has 5 hours of instrument time from the private licence course.

VFR Over the Top Rating

Privileges

Flying VFR Over-the-Top allows you to fly above the clouds.

Prerequisite

Private Pilot Licence
A pilot who holds a commercial licence or instrument rating can receive VFR OTT privileges automatically.

Course Requirements

A minimum of **15 hours** of instrument training. Instrument hours from PPL & Night Rating may be included. 5 of these hours can be on a simulator. Ground training consists of all pertinent air regulations airspace, weather, instrument flying techniques, & the use of radio nav aids. ADF, VOR, & GPS will be covered.

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

Duration

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

Cost Breakdown

Based on Transport Canada's Minimums

5 hours dual in a simulator @	\$105 per hour	\$	525
5 hours dual in a Cessna 172 @	\$210 per hour	\$	1,050
5 hours of one-on-one ground	\$50 per hour	\$	250
Licence Endorsement		\$	30
Tax Exempt if part of commercial course			
Total		\$	1,855

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

Tail Dragger Checkout

Privileges

Allows the pilot to fly any aircraft with a conventional landing gear.

Prerequisite

The candidate must hold a Student Permit.

Course Requirements

Must be proficient to fly the aircraft confidently and safely.

Duration

Training is at the student's pace and convenience. The course will take 2 days full time or 2 weeks part time (3 lessons/week).

Cost Breakdown

Based on Transport Canada's Minimums

10	hours dual in a Citabria 7-ECA @	\$215 per hour	\$	2,150
2	hours of ground briefings	\$45 per hour	\$	90
	Tax (GST 5%)		\$	112
	Total		\$	2,352



The average individual may not complete the checkout in the minimum time.

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

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 I or II instructor.

Course Requirements

A minimum of **30 hours** of dual including 5 hours of instrument training.
25 hours of Ground School
Normal Pre and Post Flight briefings are included
Transport Canada written & flight examination is required.

Cost Breakdown

Based on Transport Canada's Minimums

15 hours dual in a Cessna 152 @	\$ 213 per hour	\$ 3,195
5 hours dual in a Cessna 172 @	\$ 228 per hour	\$ 1,140
5 hours dual in a Pa-28-161 @	\$ 231 per hour	\$ 1,155
5 hours dual in a 7ECA @	\$ 233 per hour	\$ 1,165
5 hours solo in a Cessna 152 @	\$ 135 per hour	\$ 675
25 hours of one-on-one ground	\$ 75 per hour	\$ 1,875
Textbooks & Instructor Kit (Flight Instructor Guide, Harv's Air Lesson Plans & Instructional Techniques)		\$ 204
Flight Test & Written Exam Fees (Transport Canada)		\$ 435
Tax (GST 5%)		\$ 159
Total		\$ 10,003

Although solo time is not required the student should plan on 5 hours solo flight time. The course requires 30 hours of dual instruction, the exact ratio of aircraft types is up to the student and instructor.

Prerequisite

The candidate must hold a Commercial licence. (Cost breakdown assumes student has tail dragger checkout).

Duration

Training is at the student's pace and convenience. The course will take 5 - 6 weeks full time or 4 months part time (3 lessons/week).



The costs laid out in this information package are based on the minimum requirements set out by Transport Canada. The average individual may not complete the chosen licence or rating in the minimum time required. Some factors that affect the cost of this course include an individual's ability as well as the frequency of the lessons.

Multi Engine Rating

Privileges

Allows the pilot to fly any aircraft that has 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 are included with the lessons.

Cost Breakdown

Based on Transport Canada's Minimums

7 hours dual in a Beech 95 @	\$ 380 per hour	\$ 2,660
Ground School Course & Briefings		\$ 145
Flight Test Exam Fees & Licence Endorsements		\$ 430
Total		\$ 3,235

Prerequisite

The candidate must hold a private licence.

Duration

Training is at the student's pace and convenience.

The course will take 4 - 7 days full time.

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

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



Single Engine Instrument Rating

Fly in the clouds!

Privileges

Allows the pilot to fly during instrument conditions in a single engine aircraft.

Prerequisite

The candidate must hold a private licence, and 50 hours X-Country.

Course Requirements

40 hours of instrument time (all previous instrument time counts toward this minimum time. 20 hours can be done on the simulator.)

Normal Pre and Post Flight briefings are included.

A **dual X-Country of at least 100 nm**, under simulated or actual IFR conditions must be completed.

Transport Canada Written and Flight Test must be completed.

Duration

Training is at the student's pace and convenience. The course will take 4 weeks full time, 3 - 4 months part time (3 lessons/week).

Cost Breakdown

Based on Transport Canada's Minimums

(Presuming 10 hrs instrument from PPL & Night Rating)

15 hours dual in a simulator @	\$ 110 per hour	\$ 1,650
15 hours dual in a Cessna 172 @	\$ 215 per hour	\$ 3,225
10 hours of ground briefings	\$ 55 per hour	\$ 550
Ground School course (optional) and textbooks		\$ 579
Flight test, written exam fees, & rating endorsement		\$ 465
Tax (GST 5%)		\$ 52
Total		\$ 6,521

Multi Engine Instrument Rating

Welcome to transport aviation.

Privileges

Allows the pilot to fly during instrument conditions in a multi engine aircraft.

Prerequisite

The candidate must hold a private licence, and 50 hours X-Country.

Course Requirements

40 hours of instrument time (all previous instrument time counts toward this minimum time.)

Normal Pre and Post Flight briefings are included.

A **dual X-Country of at least 100 nm**, under simulated or actual IFR conditions must be completed.

Transport Canada Written & Flight Test must be completed.

Duration

Training is at the student's pace and convenience. The course will take 2 - 3 weeks full time, 2 months part time (2-3 lessons/week).

Cost Breakdown

Based on Transport Canada's Minimums

15 hours dual in a simulator @	\$ 110 per hour	\$ 1,650
15 hours dual in a Beech 95 @	\$ 380 per hour	\$ 5,700
10 hours of ground briefings	\$ 55 per hour	\$ 550
Ground School (online)		\$250
Flight test, written exam fees, & licence endorsement		\$600
Total		\$ 8,750

Aerobatic Rating

Turn your world upside down! Vastly improve your flying skills and have fun at the same time.



Basic Course

Dutch Rolls, 45 up & down, Turn/Rudder Exercises, Chandelle, Lazy 8, Primary Roll, Loop, Upright Spin, Hammerhead, & Barrel Rolls.

Prerequisite

Student Pilot Permit

Duration

Training is at the student's pace and convenience. The course will take 3 days full time. We recommend no more than 2 hours a day for aerobatics.

Cost Breakdown

Based on Transport Canada's Minimums

5 hours dual in Extra 300/L @	\$ 380 per hour	\$ 1,900
Ground School course		\$ 100
Tax (GST 5%)		\$ 100
Total		\$ 2,100
OR		
5 hours dual in a Citabria 7ECA	\$ 231 per hour	\$ 1,155
Ground School course		\$ 100
Tax (GST 5%)		\$ 63
Total		\$ 1,318

Advanced Course

Immelman, Cuban Eight, Snap Roll, Inverted Flight, Developing Sequences, Tail Slide, Humpty Bump, 4 Point Roll, Reverse Cuban 8, & Advanced Spins.

Prerequisite

Student Pilot Permit
Basic Aerobatic Course or equivalent

Duration

Training is at the student's pace and convenience. The course will take 3 days full time. We recommend no more than 2 hours a day for aerobatics.

Cost Breakdown

Based on Transport Canada's Minimums

5 hours dual in a Extra 300/L @	\$ 380 per hour	\$ 1,900
Ground School course		\$ 100
Tax (GST 5%)		\$ 100
Total		\$ 2,100
OR		
5 hours dual in a Citabria 7ECA	\$ 231 per hour	\$ 1,155
Ground School course		\$ 100
Tax (GST 5%)		\$ 63
Total		\$ 1,318

Aerobatic Instructor Rating

Privileges

With a class 2 instructor rating you will be allowed to conduct aerobatic instruction.

Prerequisite

The candidate must hold a commercial licence.

Course Requirements

A minimum of 10 hours of dual aerobatics
15 hours of ground school

Duration

Training is at the students pace and convenience. The course will take 2 weeks full time.

Cost Breakdown

Based on Transport Canada's Minimums

10 hours dual in a Extra 300/L @	\$ 380 per hour	\$ 3,800
Ground School Course & Briefings		\$ 400
Textbooks & Instructor Kit		\$ 50
Flight Test Fees (Transport Canada)		\$ 400
Tax (GST 5%)		\$ 213
Total Pitts S2B		\$ 4,863
OR		
10 hours dual in a Citabria 7ECA	\$ 231 per hour	\$ 2,310
Ground School Course & Briefings		\$ 400
Textbooks & Instructor Kit		\$ 50
Flight Test Fees (Transport Canada)		\$ 400
Tax (GST 5%)		\$ 138
Total Citabria		\$ 3,298

Professional Pilot Program

The professional pilot program combines the student pilot permit, Private Pilot Licence, Night Rating, Flight Experience, Commercial, Multi, and Multi Instrument Rating into one program.

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)

Average Cost

Dual Training (with instructor)	
7 hrs Citabria 7-ECA	\$ 1,505.00
2 hrs PA-28-161	\$ 426.00
3 hrs Cessna 172	\$ 630.00
51 hrs Cessna 152	\$ 9,945.00
27 hrs Beech 95 (Twin Engine)	\$ 10,260.00
10 hrs Simulator	\$ 1,050.00
Solo Flight	
10 hrs Citabria 7-ECA	\$ 1,550.00
10 hrs PA-28-161	\$ 1,550.00
40 hrs Cessna 172	\$ 6,000.00
40 hrs Cessna 152	\$ 5,400.00
Ground School	
Private Pilot Course	\$ 375.00
Private Pilot Kit	\$ 310.00
Commercial Pilot Course	\$ 500.00
Commercial Pilot Kit	\$ 200.00
Multi Engine Course	\$ 100.00
Multi Engine Kit	\$ 45.00
Instrument Course	\$ 375.00
Instrument Kit	\$ 203.57
40 hrs Preflight Briefings	\$ 2,000.00
Flight Tests, Exams & Licence Fees	\$ 2,141.00
Tax (GST 5%)	\$ 759.25
Total	\$ 45,324.82

PROVIDENCE COLLEGE

Diploma in Aviation (2 yr)

B.A. in Aviation (4 yr)

You will receive excellent flight training, a breadth of knowledge of contemporary culture, and solid Christian education all of which will make you the kind of well rounded individual that airlines are looking for to fill their cockpits.

www.providencecollege.ca/college/programs/aviation/

Commercial Pilot Packages

Professional Course: Basic

Private Pilot Licence	45 hours	\$10,533
Time Building	90 hours	\$12,825
Commercial Licence	65 hours	\$13,650
Totals	200 hours	\$37,008

Duration approximately 6 months

Professional Course: Single IFR

Private Pilot Licence	45 hours	\$10,533
Time building	60 hours	\$8,400
Single IFR	30 hours	\$6,521
Commercial Licence	65 hours	\$13,650
Totals	200 hour:	\$39,103

Duration approximately 7 months



Professional Course: Instructor

Private Pilot Licence	45 hours	\$10,533
Time Building	90 hours	\$12,825
Commercial Licence	65 hours	\$13,650
Instructor Rating	30 hours	\$10,003
Totals	230 hours	\$47,011

Duration approximately 8 months

Professional Course: Multi IFR

Private Pilot Licence	45 hours	\$10,533
Time Building	68 hours	\$9,600
Multi IFR	27 hours	\$8,750
Commercial Licence	65 hours	\$13,650
Totals	205 hour:	\$42,533

Duration approximately 8 months



Professional Course: Instructor Multi IFR

Private Pilot Licence	45 hours	\$10,533
Time Building	68 hours	\$9,600
Multi IFR	27 hours	\$8,750
Commercial Licence	65 hours	\$13,650
Instructor Rating	30 hours	\$10,003
Totals	235 hours	\$52,536

Duration approximately 10 months

Professional Course: 250 hours Flight experience

Private Pilot Licence	45 hours	\$10,533
Time building	113 hour:	\$13,875
Multi IFR	27 hours	\$8,750
Commercial Licence	65 hours	\$13,650
Totals	250 hour:	\$46,808

Duration approximately 11 months

AIRCRAFT	SOLO
C-152	\$135.00
C-172 (SNV, PTO)	\$150.00
C-172 (ZYI, IIK)	\$156.00
C-172 (NIQ, FRUT)	\$160.00
C-172 (JOX)	\$180.00
7ECA (ZKC, IBA)	\$155.00
PA-28-161	\$155.00
DA-40	\$206.00
DRY C-172	\$110.00
DRY PA-28	\$110.00
NIGHT FLYING	\$8.00
ACRO	\$18.00
SIM DUAL	\$105.00
SIM SOLO	\$45.00
VJC (dual only)	\$380.00
VJC (solo, flight test)	\$312.00

GROUND	
REC, PPL	\$45.00
CPL	\$50.00
Multi & IFR	\$55.00
INSTRUCTOR	\$75.00
ONLINE - PPL	\$275.00
ONLINE - CPL	\$300.00
ONLINE - IFR	\$250.00

Extra Ride	\$275.00
Extra per hour	\$400.00

TYPE OF TRAINING	GST	PST
PPL DUAL	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	N	N
MUTLI GND	N	N
IFR DUAL	N	N
IFR GND	N	N
ELITE SIM DUAL	N	N
ELITE SIM SOLO	Y	N

TYPE OF TRAINING	ADD
REC/ PPL/ CPL	\$60.00
INSTRUMENT	\$68.00
INSTRUCTOR/ACRO	\$86.00
OWN AIRCRAFT	\$86.00

Prices subject to change!

Dec-18

CHATERS	
NAVAJO	Please call
TRAVELAIR	

DISCOVERY FLIGHTS	30 Min	
C-152	\$105.00	add GST
C-172	\$115.00	add GST
7ECA	\$115.00	add GST

AIRPLANE RIDES	1 HR	
C-152	\$206.00	add GST
C-172	\$221.00	add GST
ACRO ZKC	\$219.00	add GST
Plus GST. When booking a ride, get a contact phone number as well as numbrer of passengers (adults & children).		

FUEL		
FUEL COST	\$1.68	/Litre + GST
OIL (20W50)	\$12.50	GST & PST

TESTS		
PSTAR	\$28.00	add GST
RADIO LICENCE	\$28.00	add GST
OUTSIDE STUDENTS	\$40.00	add GST
FLIGHT TEST FEE	\$400.00	(no tax)
PARTIAL FLIGHT TEST	\$175.00	(no tax)
WRITTEN TEST FEE	\$150.00	(no tax)
RENEW VISA	\$200.00	add GST
ENGLISH TEST	\$42.00	add GST