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The professional alternative

OUR MISSION

To provide General Aviation with pilots who are equipped with the highest standard of flying skills, built on an unwavering regard for flight safety.

OUR PHILOSOPHY

True airmanship is built on courage, commitment, discipline and respect for self and others.

Dear prospective student,

Attached hereto please find our quote for flying training from the Private Pilot's Licence to the Commercial Pilot's Licence with Multi-engine Instrument Rating and the subsequent Instructor's Rating.

If you are only interested in obtaining a Private Pilot's Licence in order to fly for your pleasure, only Step 1 of the quote will be for your information.

Our instructors are well-trained and hand-picked not only for their ability to fly but specifically for their ability to teach. Together with our admin staff, they are available to you from 7:30 am until 18:00 pm, seven days a week. Tap into the experience and reputation that we have built up over the past 18 years and embark on your flying career with a solid foundation.

Please do not hesitate to contact us for any advice, information or assistance.

Best regards

SONJA NEL & CATHY DOOLEY
OWNERS

PRETORIA FLYING SCHOOL

Members: S. Nel & C.W.A. Dooley

**PRIVATE PILOT'S LICENCE UP TO AND INCLUDING THE COMMERCIAL
PILOT'S LICENCE WITH MULTI-ENGINE & INSTRUMENT RATING –
APPLICABLE FROM 5th MARCH 2010**

The rates quoted below are based on the price of Avgas as at 5 March 2010.
Any fluctuation in the price of Avgas will affect the below rates.

STEP ONE
PRIVATE PILOT'S LICENCE

The Private Pilot's Licence is the first step to becoming a pilot. The Private Pilot's Licence gives you the right to rent the type of Aircraft that you have trained on and fly recreationally. You may also take passengers with you as long as they are friends and/or family and not paying passengers. In order to fly for remuneration, you will have to have a Commercial Pilot's licence. Never underestimate the importance of this phase of your training. Even though it is only the first step in your flying career, it is the foundation of all future flying training. Tackle it with focus, determination and discipline and it will pay off later in your career.

Flying training is the acquiring of a practical skill and we stress that 45 hours in your logbook alone is not enough to qualify you for a licence to fly. Your instructor has to regard you as a safe and competent pilot before he/she will recommend you for your PPL test by the Chief Flying Instructor or his/her assistant. Some students complete their PPL within 45 hours, others take longer. Remember, your safety is our top priority. Also keep in mind, if you are planning to progress to the Commercial Pilot's Licence, it really doesn't matter if you take longer to complete your PPL. You will need 200 hours total flying time logged in order to test for your CPL anyway, therefore any extra hours flown during your PPL-phase, will still count towards the total required for CPL.

Please study the quote below carefully. You will notice that we base our PPL on 50 hours flying time and not the 45 hours that is prescribed as the minimum hours required by law. This is due to the fact that we do not see many students completing the full syllabus as well as the test in 45 hours. This quote is therefore more realistic in order to assist you with your financial planning. The quote below reflects the PPL test as additional to the training. An exact estimate for flight training is however impossible to give as individual aptitude and ability largely determines the length and cost of training. We have included EVERY expense in our quote rather than quoting only on the practical training and which is displayed as an additional list of expenses at the end of Step One. We also provide you with a full explanation on each individual cost item and if you study it carefully it will be clear to you that our quote is comprehensive.

It is however imperative that you realize that flight training is the acquiring of a practical skill. The test towards any licence or rating will only be undertaken once the student has been deemed safe and competent by his/her instructor. Any additional training required to reach this standard of competency will obviously increase the final cost of training.

Below is the breakdown of cost for each individual step towards the Commercial Pilot's Licence with Instrument and Multi-engine rating. The cost reflected here is for students who enroll for the full course as described above and who pay a monthly school-fee of R3,000 to qualify for the reduced rate displayed. **(See the attachment on school-fee based enrolment for more information.)**

<u>PPL</u>	<u>REQUIREMENT</u>	<u>HOURS</u>	<u>DUAL</u>	<u>SOLO</u>	<u>COST /HR</u>	<u>TOTAL</u>
TRAINING	Dual Training on C-172		25		R 1,310	32,750
	Solo Training on C-172			15	R 1,035	15,525
	Flight simulator training		5		R 725	3,625
	Briefings	15			R 275	4,125
FINAL TEST	PPL Test		5		R 1,330	6,650
TOTAL FOR FLIGHT TRAINING TOWARDS THE PRIVATE PILOT'S LICENCE :						62,675

- **DUAL TRAINING**

The ANR's (Air Navigation Regulations), in other words the "law" of the sky, require that as a student pilot you should have acquired 25 hours dual flying during your training towards the Private Pilot's Licence. Obviously this is the minimum dual hours required by law but in order to reach the required standard, additional dual training may be necessary until your instructor is satisfied with your skills-level.

- **SOLO TRAINING**

The same ANR's require that you fly a total of 15 hours on your own (solo) during your PPL training. This part of your training seldom exceeds this requirement.

- **FLIGHT SIMULATOR TRAINING**

A wonderful addition to the new legislation in force from January 2008, (Part 61) is that the PPL syllabus can include 5 hours of dual simulator training. This adds towards the 55 hours Instrument training required for the Instrument Rating that will be concluded during the CPL phase. A flight simulator is a cost effective, affordable way in which procedures can be practiced safely. Never underestimate the value of constant practice on the flight simulator. Even if you make use of the simulator for more than the loggable hours, it will speed up your progress, which will result in an overall cost saving should you not have to fly more dual hours than the prescribed number, to reach a specific skills-level. We all know that practice makes perfect and regular repetition of procedures lays the foundation for safe piloting.

- **FLYING LESSON BRIEFINGS**

These briefings are not lectures on the theoretical part of your training. They are briefings directly related to each flying lesson presented during your training. For instance, if your next lesson is 'Climbing & Descending', the briefing will be on the aerodynamics involved in this exercise as well as all other theoretically-related information that has bearing on this exercise. The briefing will be followed by the relevant air exercise which will be repeated if necessary until the lesson can be successfully concluded.

- **PPL TEST**

As soon as you have flown the required amount of hours, passed the relevant PPL exams and your instructor regards you to be ready for your test, the Chief Flying Instructor or his Assistant will undertake your test. The PPL test should not be regarded with apprehension, as your training to this point would ensure that the test is a mere formality. The test is done in two separate flights. The one is a test in the General Flying area and the other is a Navigation test. As soon as the test has been completed, you will be given the signed application form which, together with your medical examination certificate, radio licence and photographs can be presented to the SACAA for the issue of your Private Pilot's Licence.

ADDITIONAL EXPENSES

STARTING COSTS PAYABLE UPON ENROLMENT

CHEST X-RAYS	Chest X-Rays	±400
MEDICAL	Class II Medical examination	±850
PPL KIT	Full PPL Kit including books & equipment,	5,595
	Pathfinder Flight Computer, Stop Watch etc	
HEADSET	Avcomm 454 headset & carry-case	3,500
CLUB FEE	Once-off club & registration fee	1,975
INSURANCE	Excess Insurance (12 Months' cover)	2,495
	Amount to be paid upon enrolment	14,815

- **CHEST X-RAYS**

You can have these done at any Radiologist of your choice. Simply ask them for a set of chest X-rays to be taken for a Flight Medical Examination. These X-rays must be presented to the doctor when you go for your Class II medical examination.

- **MEDICAL EXAMINATION**

An applicant for a Private Pilot's Licence must undergo a Class II medical examination. The examination must be performed by a medical doctor who is approved by the SACAA. If you want to make use of your own private doctor you must ensure that he/she is listed as an approved medical examiner. It is advisable to have this examination done as early as possible

in your training. If your aim is to become a professional pilot you will be well advised to go for the Class I medical examination right from the start. It is well worth the additional expense. Many people have great reservations about this medical examination and are under the impression that 20/20 vision is one of the criteria. It is not and the wearing of corrective lenses is allowed. It is a general medical check-up and any candidate who has passed a medical examination for an insurance policy, should be able to successfully pass a Class I medical. The cost for this examination indicated on our quote is the average charged and is paid by yourself directly to the doctor. The cost of this medical examination can not be claimed against a medical aid as you will not be seeing this doctor due to illness. As the doctor would require a set of chest x-rays for the medical examination, it is advisable to have those done first. Our admin department can refer you to an approved Doctor for your examination as well as Radiologists for the X-Rays.

Remember that a flying licence is only valid for as long as your medical certificate is valid. A Class II medical must be renewed every 24 months if you are under the age of 40 and every 12 months if you are over 40. A Class I medical must be renewed every 12 months if you are under the age of 40 and every 6 months if you are over 40.

Additional to the required medical examination, we recommend that every prospective student who is considering embarking on a piloting career, should undergo psychometric evaluation to determine whether the student has the intellectual capability as well as the right personality type for this choice of career. Even though this evaluation is quite expensive at around R10,000-00, it will save you a great deal of money if you are not suited for this career-option. If you are interested in this evaluation, contact us for more detail.

- **PPL KIT**

Our PPL Kit includes everything that you should require during your training. The items included in the PPL Kit are the following;

The Pilot's Manual PM2 – Groundschool	Also includes :-
Avex Air – PPL Groundschool notes	ASA CX-2 Pathfinder Flight Computer
The Pilot's Radio Handbook –	C172 Fuel Guage
Dietlind Lempp Edition 14	Kneeboard
South African Airlaw for Private Pilots	Headlamp
Pilot's Operating Handbook	Stopwatch
Skyhawk Cessna Model 172M	Flight Computer (Whizz wheel)
PFS PPL Study Guide	Nav Ruler
Logbook	Protractor
Checklist	Fuel strainer
Johannesburg map – 1 : 1,000,000	Flight logs
Pilot Bag	

- **HEADSET & CARRY BAG**

Headset – Avcomm 454 with press-to-talk
Headset bag

- **REGISTRATION FEE**

Due to the large amount of admin involved in the enrolment of a new student, we charge a once off registration fee and no annual renewals. This fee also gives you free Club Membership, allowing you the freedom to use the club facilities at your leisure.

- Full club facilities -
Swimming pool, braai, pool table, tea & coffee. Families and kids are always welcome.
- Periodic safety seminars –
We arrange speakers on a frequent basis to discuss issues related to flight safety. Always informative and often even entertaining, you will gain knowledge that will form you into an even safer pilot.
- Solo parties –
You will receive your wings at one of these functions that include dinner. Our cash bar will be open and our parties are normally attended by a large group of people. Great fun!
- We often announce Happy Hour at our bar from 5-6 pm. Your Club Membership allows you to join in the fun!
- Your registration fee covers the admin cost of your training while you are enrolled with us such as sms's to remind you of bookings a day in advance, phone calls to Air Traffic Control to file Flight Plans, printing of the Weather Buro, copies of plates, etc.

Once your PPL training has been completed, you will still have all the above privileges without any extra cost.

- **EXCESS INSURANCE**

The insurance policy of each one of the aircraft on our fleet, has a deductible amount in case of a claim, very much the same as motor vehicle insurance. In the case of Aviation however, this amount starts at R20,000-00. Our agreements with our Aircraft owners stipulate that each and

every pilot (student or licenced) must have insurance against this deductible amount which could be claimed in the event of damage to the Aircraft. There are various options available and cover for this can be taken out on a monthly basis or an annual basis.

ESTIMATE OF ADDITIONAL COSTS THAT WILL ARISE DURING THE PPL PHASE OF TRAINING

LANGUAGE	Language proficiency test	1,250
RADIO LICENCE	Restricted radio licence	1,250
GROUNDSCHOOL	Provision for briefing on 7 subjects (10 x R270)	2,750
WONDERBOOM	Provision for approach- and landing fees	3,600
SACAA	PPL Exams (SACAA Fee)	255
	PPL Exams (Exam centre fee 7 X R100)	700
	Issue of Student Pilot's Licence	340
	Issue of Private Pilot's Licence	505
	6 Passport photo's	40
TOTAL ADDITIONAL EXPENSES:		10,690

- **LANGUAGE PROFICIENCY TEST**

As from March 2008, every licence application presented to SACAA has to be accompanied by an English Language Proficiency Test. The ICAO Language Proficiency Requirements were developed to address the safety concerns raised by accidents and incidents in which poor voice communication played a key role.

The tests assess English proficiency in accordance with ICAO and SACAA standards and thereby rate Air Traffic Control personnel and flight crews involved in flight operations in airspace where the use of English is required, in accordance with the ICAO Proficiency Rating Scales.

And yes, even if English is your mother-tongue, you have to undergo this test as 'Aviation Related' English proficiency is tested.

Test results

Air Traffic Controllers and flight crews involved in flight operations in airspace where use of the English language is required, must achieve a rating of 4, 5, or 6. All South African licencees are included in this requirement.

Candidates achieving a Rating of 3 or lower will have to be trained to achieve a satisfactory command of English. Re-testing can be conducted after an interval of at least a week.

Candidates achieving a Rating of 4 can continue to operate but must be re-tested for English proficiency after no more than three years.

Candidates achieving a Rating of 5 can continue to operate but must be re-tested for English proficiency after no more than six years.

A rating of 6 is valid for life. The candidate will not have to be re-tested.

Certification

All candidates shall receive a Test Results Certificate after the test is complete.

This certificate, along with the ICAO rating form, must be submitted to SACAA to be placed on the pilot's record. South African residents with a matric certificate is automatically rated on level 5 and do not need to undergo the proficiency test immediately. However, they would need to undergo the formal evaluation after a period of 6 years. If a student has proof of formal tertiary education, this can be submitted to the CAA and a level 6 proficiency rating will be indicated on the student's licence.

- **RESTRICTED RADIO LICENCE**

In order to communicate with Air Traffic Control, you have to acquire a radio licence which is one of the documents that has to accompany your application for your flying licence once your test is complete. During the course of your training, you will attend a radio course which is presented over three evenings with a test on the third evening. You will then be issued with a Restricted Radio Licence. Our courses are presented by specialists in this field in order for you to obtain as much of the required knowledge for this licence as possible, as the ease with which you communicate with the Control Tower will greatly impact on your progress and is a very large determining factor when you need to be released for your first solo flight.

- **GROUNDSCHOOL LECTURES**

As from July 2007, SACAA requires the PPL subjects to be written on-line. These exams are in a multiple choice format and the pass-mark is 75%. Many students prefer the self-study method in preparing for these exams and they have been passed quite successfully by many students. Should you find a certain aspect difficult to grasp on your own, you are welcome to book one of our instructors at R250 per hour in order to assist you. The full syllabus on each subject is available on the SACAA website and is essential to use as a checklist when preparing for the exams. If we have a large enough demand for formal lectures on some or all of the subjects, we will arrange this. We will inform all our students via sms when we schedule a course. As from 1st September 2008, the PPL subjects have increased in number from five to seven.

In order to encourage students to have the theoretical part of their training completed by the time they complete their practical training, we suggest that the seven subjects are written and passed in the following stages;

- **S A Airlaw – Before going solo in the circuit (This is required by Law)**
- Human Performance – Before going solo in the circuit
- Aircraft Technical & General – Before going solo in the General Flying area (GF)
- Principles of Flight – Before going solo in the General Flying area (GF)
- Meteorology – Before commencing FSTD training (Simulator)
- Flight Planning – Before flying the solo navigation flight
- Navigation – Before flying the solo navigation flight

- **PROVISION FOR APPROACH- AND LANDING FEES**

Wonderboom Airport has experienced severe frequency congestion over the past year or two due to a great deal of activity at the aerodrome. In due course, a ground frequency facility will be available that will greatly reduce the frequency congestion experienced at our airport and we are all looking forward to this. However, this service can not be supplied without related cost and from January 2008, the Airport management has charged a landing fee and an approach fee for every movement made which will be charged to every invoice. Obviously, during your PPL training-phase you will do a great number of circuits and landings and each one of these will be chargeable. Our quote is based on an average of 80 landings and approaches during your PPL training. We realize that this will impact greatly on the total cost for a PPL and that students may decide to opt for training at unmanned Airfields in order to save this cost. Do keep in mind however that it is vitally important that every pilot who shares our beautiful skies should do so as safely and as competently as possible. Many seriously unsafe incidents occur when so-called 'bush-pilots' enter controlled airspace. All things considered, maybe this expense could one day make the difference between a safe landing and a hazardous one. The rest of our quotes from the Night Rating onwards, will not reflect this expense. Keep in mind that every flight will however have the relevant approach and landing fees charged when budgeting for these ratings or licences.

- **PPL EXAMS AND ISSUE OF LICENCE**

As soon as you start preparing to write the exams, you should download the full PPL syllabus from SACAA's website at www.caa.co.za. This will assist you in ensuring that you cover every aspect that the questions are based on. The on-line exams can be written in our own accredited testing centre. Our full-time students may write their exams free of further charge which is included in the monthly school fee. As soon as you are confident that you have covered all the required theoretical matter related to these exams you will be required to pass a number of mock exams before you will be allowed to attempt the on-line exam. The reason for this is that

The law states that a failed mark of less than 65% will require additional groundschool lectures before the exam may be attempted again. As soon as you have passed the first subject, you are allowed an 18-month period to complete all seven exams. It is of the utmost importance that you tackle the subjects as early as possible in your training in order to have enough time at your disposal to successfully complete your practical training. (See the above requirements for the passing of exams under GROUND SCHOOL LECTURES.)

STEP 2 **NIGHT RATING**

Doing a Night Rating is an excellent way of enhancing your overall skill as a pilot and if you are progressing towards the Commercial Pilot's Licence, a number of hours flown at night is a requirement.

NIGHT RATING	REQUIREMENTS	BRIEFINGS	DUAL HRS	SOLO HRS	COST /HR	TOTAL
BREAKDOWN	Instrument flying on C-172		5		R 1,330	6,650
	Night Flying on C-172		5		R 1,330	6,650
	Ground School / Briefings	5			R 295	1,475
	Night Rating Test		2		R 1,330	2,660
SACAA	Issue of Night Rating					220
TOTAL COST FOR THE NIGHT RATING :						17,655

If you decide to progress to the Commercial Pilot's Licence, it is at this point that you will obtain the CPL groundschool notes and start preparing for the exams. Our groundschool lectures are presented from May to August every year over a period of 10 consecutive weekends in order to accommodate flying training and studying/work during the week.

STEP 3 **CPL GROUNDSCHOOL**

Study Material For SACAA CPL Exams	We make use of the Phoenix Groundschool Publication Notes	R 3,000
Comm Ground school for SACAA Exams	Presented once a year, normally from May – Aug (weekends)	R 4,750
Cost of SACAA exams (8)	R220 per subject assuming that every subject is passed on the first attempt.	R 1,760
TOTAL COST FOR CPL GROUNDSCHOOL :		R 9,510

During this time you will systematically build your hours in order to obtain the required 200 hours total time required for the Commercial Pilot's Licence which must comprise of the following;

100 hours as pilot-in-command

50 hours of cross-country flight time as pilot-in-command

10 hours night flying, including a night country flight as pilot-in-command

40 hours of instrument flight time, (if you plan on completing your training on a multi-engine aircraft) of which 20 hours may be acquired on a SACAA-approved flight simulator.

Assuming that you obtained your PPL and Night Rating within 60 hours, and making provision for IF/multi-engine training to be done, the building of hours is based on an average of 100 hours.

Our resident students are required to fly at least 5 hours every month after completion of the Night Rating in order to systematically build hours up to the required total of 200.

STEP 4 **HOUR BUILDING**

HOUR BUILDING	REQUIREMENTS	BRIEFINGS	DUAL HRS	SOLO HRS	COST /HR	TOTAL
		N/A	N/A			
BREAKDOWN	On C-172			100	R 1,035	103,500
TOTAL COST FOR HOUR BUILDING ON C-172 :						103,500

As soon as you have completed your theoretical studies you can book for the CPL exams to be written at SACAA's offices in Midrand. The booking fee is R220-00 per subject. The pass-mark for each subject is 75%. You will have an unlimited amount of attempts in which to pass all the subjects however, you will only have 18 months at your disposal in which to pass all eight subjects from the date that you pass the first one.

Meteorology
Airlaw & Procedures
Flight Planning
Radio Aids

Instruments
Navigation
Human Performance & Limitations
Aircraft Technical & General

The amount of time required to pass the above subjects totally depends on your individual level of commitment. If you are motivated and focused on your studies, you should be able to complete this in around 8 – 12 months' time.

Immediately after passing the abovementioned exams, the practical training towards the Commercial Pilot's Licence with Multi-engine Instrument Rating will commence.

STEP 5 **INSTRUMENT TRAINING**

<u>INSTRUMENT TRAINING</u>	<u>REQUIREMENTS</u>	<u>BRIEFINGS</u>	<u>DUAL HRS</u>	<u>SOLO HRS</u>	<u>COST /HR</u>	<u>TOTAL</u>
				N/A		
BREAKDOWN	Instrument Flying on C-172		25		R 1,330	33,250
	Instrument Flying on Simulator (Twin)		15		R 800	12,000
	Ground School / Briefings	10			R 295	2,950
TOTAL COST FOR THE INSTRUMENT RATING :						48,200

STEP 6 **MULTI-ENGINE CONVERSION & PREPARATION FOR CPL TEST**

<u>TWIN TRAINING</u>	<u>REQUIREMENTS</u>	<u>BRIEFINGS</u>	<u>DUAL HRS</u>	<u>SOLO HRS</u>	<u>COST /HR</u>	<u>TOTAL</u>
				N/A		
BREAKDOWN	Dual Training on Twin Aircraft		10		R3,420	34,200
	Ground School / Briefings	5			R350	1,750
TOTAL COST FOR THE MULTI-ENGINE CONVERSION AND CPL TEST PREPARATION :						35,950

As soon as the preparation for your test is complete and your Instructor considers your flying skill to be on par with the necessary requirements, the final test will be done by a SACAA Designated Examiner.

STEP 7 **FINAL TEST FOR THE COMMERCIAL PILOT'S LICENCE WITH MULTI-ENGINE, INSTRUMENT RATING**

<u>TEST</u>	<u>REQUIREMENTS</u>	<u>BRIEFINGS</u>	<u>DUAL HRS</u>	<u>SOLO HRS</u>	<u>COST /HR</u>	<u>TOTAL</u>
				N/A		
BREAKDOWN	Test flight on Twin Comanche		2		R3,070	6,140
	Designated Examiner's fee					3,000
SACAA	Issue of CPL/Multi/IR					900
TOTAL COST FOR THE CPL TEST :						10,040

SUMMARY OF TRAINING COST UP TO AND INCLUDING THE COMMERCIAL PILOT'S LICENCE WITH MULTI-ENGINE & INSTRUMENT RATING FOR STUDENTS ENROLLED ON A FULL-TIME BASIS

<u>TRAINING PHASE</u>	<u>TOTAL COST</u>
STEP 1 - PRIVATE PILOT'S LICENCE	62,675
STEP 2 - NIGHT RATING	17,655
STEP 3 - CPL GROUNDSCHOOL & EXAMS	9,510
STEP 4 - HOUR BUILDING	103,500
STEP 5 - INSTRUMENT TRAINING	48,200
STEP 6 - MULTI-ENGINE CONVERSION & FINAL CPL PREP	35,950
STEP 7 - CPL TEST	10,040
TOTAL TRAINING COST :	287,530

After completion of the above training you will be in a position to find employment in the Aviation Industry. It is now important to start building your hours methodically in order to obtain your Airline Transport Pilot's Licence for which you have to have logged 1,500 hours and have passed the seven subjects required for the Licence. There are various ways in which to build your hours. Flying as a pilot for one of the smaller Charter operators is one possibility and another is to acquire a Flight Instructor's Rating and actually teach the art of flying.

One of the most sought after ratings is the Instructor's Rating, as every hour flown with a student is also logged by the Instructor as he/she is the pilot-in-command. Flight instruction not only builds your hours rapidly, it also develops you into a highly skilled and experienced pilot. As soon as you qualify to apply to the Airlines for a position as a pilot, an Instructor's Rating will reflect very favourably on your CV.

Pretoria Flying School normally offers the candidates who have completed their training with us, a position as flight instructor, depending on the availability of positions at the time.

Many CPL pilots opt for the Instructor's Rating as a method of building hours towards the Airline Transport Pilot's Licence but it is very important for you to be sure that flight instruction is the right choice for you. *Every good pilot is not necessarily a good teacher.*

INSTRUCTOR'S RATING

TRAINING	REQUIREMENTS	BRIEFINGS	DUAL HRS	SOLO HRS	COST /HR	TOTAL
				N/A		
BREAKDOWN	Dual training on C172		20		1,330	26,600
	Simulator training		5		725	3,625
	Ground lectures	40			295	11,800
	Exam fee (two subjects)					455
SACAA	Issue of Instructor's Rating					350
TOTAL COST FOR THE INSTRUCTOR'S RATING :						42,830

Please note that the 40 hours quoted here is only an ESTIMATION of the amount of time required for the preparation towards this rating. Individual progress will determine the actual amount of hours required. Also keep in mind that the test for the Gr III Instructor's Rating has a 'night' component. The test should therefore be scheduled for late afternoon.

AIRLINE TRANSPORT PILOT'S LICENCE

At this point in your career you will start to prepare yourself for the Airline Transport Pilot's Licence, which is the final step in flying training. We do not quote on this phase specifically as you will in all likelihood prepare for this licence whilst being employed by a Charters company or one of the smaller Airlines where you will get the required exposure and hours flying turbine-engine aircraft.



AERIAL VIEW OF THE HARTBEEPOORTDAM WHICH IS 10 MINUTES FLIGHT AWAY FROM WONDERBOOM AIRPORT



The professional alternative

PRETORIA FLYING SCHOOL

AIRCRAFT AVAILABLE FOR TRAINING AND/OR HIRE & FLY PRICES VALID FROM 5th MARCH 2010

AIRCRAFT TYPE	CALLSIGN	RENTAL COST PER HOUR		USES	REQUIREMENTS	
		FULL-TIME	PART-TIME		HOURS	EXCESS COVER
CESSNA 172	ZS – IWE	R 1,035-00	R 1,385-00	TRAINING, HIRE & FLY	NIL	R20,000
CESSNA 172	ZS – NFS	R 1,035-00	R 1,385-00	TRAINING, HIRE & FLY	NIL	R20,000
CESSNA 172	ZS – NTO	R 1,035-00	R 1,385-00	TRAINING, HIRE & FLY	NIL	R20,000
CESSNA 172	ZS - JVH	R 1,035-00	R 1,385-00	TRAINING, HIRE & FLY	NIL	R20,000
PIPER ARROW 200	ZS - LVH	TO BE CONFIRMED WITH BLUE CHIP AVIATION		COMM PREP, HIRE & FLY NAMED PILOTS ONLY		R20,000
PIPER TWIN COMANCHE	ZS - EVB	R3,420-00 (DUAL)	R 3,770-00 (DUAL)	TRAINING ONLY	N/A	R35,000
BEECHCRAFT KING AIR B90	ZS - PFA	UPON REQUEST		TRAINING OF 200 HRS TOTAL TIME CPL PILOTS ONLY		
FLIGHT – SIMULATOR	P-PFS	R 725-00 (DUAL) R 800-00 (TWIN)	R 1,075-00 R 1,150-00	MUST BE ASSISTED BY AN INSTRUCTOR		

Instruction fees:

Ab-initio (PPL)	R 275-00 p/h
Advanced (PPL test onwards)	R 295-00 p/h
Multi-engine	R 350-00 p/h

PLEASE NOTE:

ALL CHARGES GENERATED AT OTHER AIRPORTS AND AERODROMES ARE **EXCLUDED** FROM OUR PRICES AS QUOTED ABOVE. THE ABOVE PRICES ONLY INCLUDE PARKING FEES AT WONDERBOOM. LANDING & APPROACH FEES ARE CHARGED SEPERATELY AT R25 PER TRAINING MOVEMENT AND R90 PER HIRE&FLY MOVEMENT. PASSENGER LEVIES AT WONDERBOOM AIRPORT IS CHARGED AT R30 PER PASSENGER.

OUR PRICES ARE BASED ON THE PRICE OF AVGAS AT WONDERBOOM AIRPORT. ANY FUEL PURCHASED FROM ANOTHER SUPPLIER AT A HIGHER RATE THAN THE CURRENT PRICE AT WONDERBOOM, WILL BE ADDITIONALLY CHARGED FOR.



The professional alternative

PLEASE TAKE CAREFUL NOTE OF THE FOLLOWING :

- Payment for training is on a strictly 'payment in advance' basis. Although the full amount quoted for any licence or rating is not payable in advance, the students' flying account must at all times show a credit balance equal to at least one hours' dual training. Training will immediately be suspended should no credit be available. Students from overseas or neighbouring countries must ensure that they have immediate access to funds should payment be required. They must also keep in mind that accommodation provided by the school is payable monthly, in advance.
- Should a student require an enrolment letter from Pretoria Flying School as support for the student's visa application or bank loan application, a deposit of R15,000 is payable where after the enrolment letter will be issued. This deposit will be retained in a suspense account until completion of the student's training whereupon it will be refunded. Should the student fail to arrive for class on the relevant commencement date or cancels enrolment, an amount of R5,000-00 will be retained from the deposit as well as any bank charges for the refund and the balance will be refunded. The relevant Embassy will also immediately be notified of the student's failure to commence with classes which would lead to cancellation of the study permit issued to the student.
- Should a student decide to discontinue his/her training before completion of the relevant licence and/or rating, a cancellation fee of R1,500-00 plus 14% VAT will be charged.
- All students enrolling as full-time students will qualify to fly at the lower rate indicated on this prospectus. The lower rate is subject to the charge of school fees of R3,000 (VAT Inclusive) per month until issue of the relevant licence and/or ratings. The student may cancel the school-fee arrangement at any time where after all flying will be invoiced at the higher, part-time rate. Reverting back to the school fee arrangement at a later stage will not be permitted.
- All quotations are subject to change without prior notice, as variables such as the price of Avgas determine the cost of aircraft rental to a large extent.
- This quote is based upon the MINIMUM hour requirements as determined by AVIATION LAW. However, it is unlikely that anyone will complete their training within these exact parameters. More often than not (and depending on every individual student's level of competency), more hours will need to be flown for preparatory purposes. A pilot's skill determines the issue of a licence AND NOT the hours in his/her logbook!
- Our invoices include landing- and approach fees at Wonderboom only. All charges incurred at other aerodromes and airports are payable immediately upon your arrival there. Any accounts received by us afterwards will be charged to your account together with a R25 admin fee.
- Our rental prices are 'wet' and include fuel. All Aircraft are rented with fuel cards for the pilot's convenience unless your rental flight takes you into neighbouring countries where the specific fuel card may not be accepted. We will then withhold the fuel card and you should refuel at your own cost. You will however be refunded upon your return at the current rate of fuel at Wonderboom. Any fuel uplift at a higher rate elsewhere will be charged to your account additionally.
- Cover for the excess (deductible) payable when an aircraft is damaged, must be carried by each and every student and/or pilot and is not negotiable. We will assist the student/pilot in applying for the necessary cover as soon as he/she commences with training.



The professional alternative

Pretoria Flying School Management wants to ensure that students and their parents and/or sponsors are well informed regarding our termination policy.

It is of the utmost importance that all prospective students realize that the choice to embark on a career as pilot of an Aircraft is a very important decision that will require total dedication, focus and a great deal of self-discipline in order to succeed. Pretoria Flying School will only train pilots who prove themselves worthy of this career-choice and therefore, students who do not apply themselves fully or who do not possess the necessary physical or mental aptitude for this choice of career will not be allowed to train with us.

Piloting an Aircraft is a very responsible job and a marginal pilot with restricted skills will jeopardize his/her own safety as well as the safety of all the passengers that he/she may ever carry.

It is part of our Standard Operating Procedures to evaluate a student's progress on a continuous basis and the following 'gates' have to be passed successfully in order to continue with training. These gates are achievable and reasonable and should not be regarded with fear and apprehension. It is quite possible and achievable for a student to be signed out for solo flight within 15 - 20 hours of training. Our termination policy allows for 45 hours of training to solo.

TERMINATION POLICY DURING THE AB-INITIO PHASE FOR STUDENTS ENROLLED FOR THE COMMERCIAL PILOT'S LICENCE (APPLICABLE TO FULL-TIME STUDENTS)

A student training in the ab-initio phase (PPL) will be given a maximum of **15 hours dual training in the General Flying area** where after he/she must be able to demonstrate competency in exercises 1 to 11 during a consolidation flight with the Chief Flight Instructor (CFI) or his Assistant (ACFI). Should the student be unable to demonstrate the required level of competency during the consolidation flight, the student's training will be suspended and the student's parents/sponsors will be informed. If the parents/sponsors agree to it, the student will be granted **5 hours of remedial training** where after the required level of competency in exercises 1 to 11 must be demonstrated in a follow-up consolidation flight with the CFI or Assistant CFI. Should the student still be unable to comply, the student's training will be terminated.

Once a student has progressed to the circuit phase of his/her training, the student will be granted **20 hours of dual training in the circuit** where after which the student must be ready to be signed out for his/her initial solo flight. Should this not be the case, the student's training will be suspended until consultation with the student's parents/sponsors has taken place. If the parents/sponsors agree to it, the student will be granted **5 hours of remedial training** where after the student must be ready to go solo. Should this not be the case, the student's training will be terminated.

During the **Navigation phase of training only 20 hours of dual navigation training** will be granted in order to prepare the student for his/her solo navigation flight. Should the student not show the required level of competency in this phase after 20 hours of training, the student's training will be terminated.

Therefore, no student (as described in the heading) will be allowed to continue training if he/she is not ready to be signed out to fly solo in the circuit after 45 hours of dual training.



The professional alternative

SCHOOL FEE BASED ENROLMENT

All flight training schools charge a commission that is added to the price that they pay to Aircraft owners for the use of their Aircraft. At Pretoria Flying School we have structured this commission in such a way that focused, dedicated and disciplined students have the opportunity to qualify for a significant reduction in cost by the end of their CPL training if they should opt for School-fee based enrolment.

Students who fly frequently, i.e. at least every second day, stand to gain the most as every hour flown will be charged at cost and the course will be completed in much less than two years.

TERMS AND CONDITIONS OF SCHOOL-FEE BASED ENROLMENT

1. School fees are charged monthly in advance, until the test for the relevant licence has been successfully concluded.
2. For the duration of the school fee arrangement, the student will be eligible to train at the lower rental cost of the aircraft as laid out in our cost prospectus.
3. Sufficient credit on a student's flying account must be available on the first day of the month to cover the monthly fee. Should credit not be available for the school fee charge, the school fee arrangement will immediately be cancelled and the student will be invoiced at the higher published rate for flight training until completion of the licence.
4. The school fee is payable whether the student is actively flying during any given month or not, whatever the reason for not flying may be.
5. Should a student decide to discontinue training before the completion of the abovementioned licence, the normal cancellation fee of R1,500 (plus 14% VAT) will be charged and the school fee paid on the first of the month in which cancellation took place is not refundable.
6. A student who initially opted for part-time enrolment and who wishes to revert to school fee based enrolment must formally apply in writing to the Management of PFS who will consider the application.
7. School fees will be charged in full for the month of enrolment regardless of the date on which enrolment takes place.
8. The school fee arrangement can be cancelled at any time, should the student wish to do so. However, reverting back to the school fee arrangement at a later stage is not allowed.