

PILOT TRAINING COST ESTIMATE
(Effective October 4th, 2016)

Private Pilot License:

FAA minimum requirement is 40 hours, but figures for the past several years indicate the national average is up around 60 to 65 hours. These figures are for 50 hours at our current rates:

50 hours Cessna 172 @ \$110/hr	\$5,500
30 hours flight instructor fees @ \$35/hr	\$1,050
24 hours ground school @ \$10/hr	\$ 240
Written Test Fee (variable)	\$ 165
FAA Flight Test Fee (variable)	\$ 500
Study Materials (typical)	\$ 150
PRIVATE COST	\$7,605

Instrument Rating:

FAA requires a minimum of 50 hours cross-country as Pilot in Command, and 40 hours of actual or simulated instrument time (10 of which can be in a Basic Aviation Training Device [BATD]) including 15 hours of instrument flight instruction. These figures are for 60 hours in a Cessna 172 (to include the cross-country Pilot in Command, instrument time, and instrument flight instruction requirements) at our current rates, and 10 hours in our BATD:

60 hours Cessna 172 @ \$110/hr	\$6,600
10 hours BATD @ \$55/hr	\$ 550
20 hours flight instructor fees @ \$35/hr	\$ 700
24 hours ground instruction @ \$10/hr	\$ 240
Written test fee (variable)	\$ 165
FAA Flight Test Fee (variable)	\$ 500
Study Materials (typical)	\$ 150
INSTRUMENT COST	\$8,905

Commercial Pilot License:

FAA requires at least 250 hours, and 20 hours of instruction for the commercial license, with at least 10 in a complex airplane. At this point you have 110 hours of Cessna 172 and 10 hours of BATD time, so you need at least 130 more hours flight. These figures are for 110 hours in the Cessna 172, 20 hours instruction in a complex aircraft:

110 hours Cessna 172 @ \$110/hr	\$12,100
20 hours complex aircraft @ \$150/hr (est.)	\$ 3,000
40 hours flight instructor fees @ \$35/hr	\$ 1,400
20 hours ground instruction @ \$10/hr	\$ 200
Written Test Fee (variable)	\$ 165
FAA Flight Test Fee (variable)	\$ 500
Study Materials (typical)	\$ 150
COMMERCIAL COST	\$17,515

TOTAL PROGRAM COST **\$34,025**

NOTE: We can arrange for additional mountain flying training as well as the tail wheel endorsement, and multi-engine training.