CAREER PILOT PROGRAM

Let's get started on your flight training…



This brief packet will help you understand all the details regarding flight training from 0 hours to professional pilot. It will answer most questions that you may have. We guarantee that flight training with Pacific Air Flight School will be fun, easy, and most importantly, safe! Let's get down to details…

What are the requirements to begin flight training?

The basic requirements are as follows:

- Be able to speak, write, and understand English
- Be at least 17 years of age (16 to solo)
- Pass an FAA medical exam

Students who are NOT U.S. citizens: Must pass a TSA background check. This process costs $130 and takes approximately 3 weeks to process. Pacific Air Flight School has the tools and guides to help you through this process in the most efficient way possible. Please contact us if you require assistance in completing the application process.

International Students & Military Students (VA)

We are currently operating as a part 61 flight school. Although we are currently working on becoming a part 141 school, our certification process will not be complete until 2020.

As a part 61 flight school, we *cannot* offer I-20's and therefore *cannot* issue student visas. Any international students must provide have their own visa in order to begin flight training.

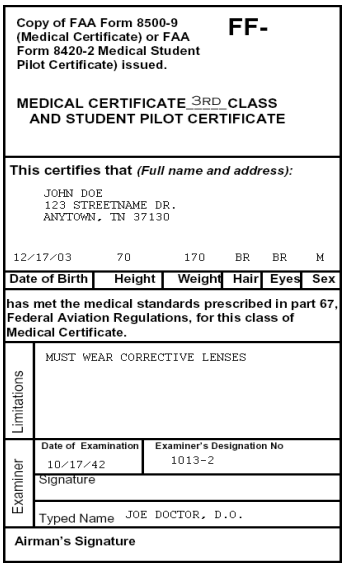


As a part 61 school, we do not qualify for any government financial aid for those honorable men and women that have served our country. Once we complete our 141 certification, we will then be able to accept VA benefits.

The FAA medical certificate

The 3rd Class Medical Certificate is required for all those commencing training for their Private Pilot's License, and also those who have already have their license. For those seeking a career in aviation, it is recommended to apply for a 1st class medical certificate, since it will be required once applying for employment as a pilot. An FAA Aviation Medical Examiner (AME) must perform the medical exam. To locate a Medical Examiner, go to the website below:

http://www.faa.gov/pilots/amelocator/



Copy of FAA Form 8500-9 (Medical Certificate) or FAA Form 8420-2 Medical Student Pilot Certificate) issued. **FF-**

MEDICAL CERTIFICATE 3RD CLASS AND STUDENT PILOT CERTIFICATE

This certifies that *(Full name and address):*

JOHN DOE
123 STREETNAME DR.
ANYTOWN, TN 37130

Date of Birth	Height	Weight	Hair	Eyes	Sex
12/17/03	70	170	BR	BR	M

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.

Limitations: MUST WEAR CORRECTIVE LENSES

Examiner: Date of Examination 10/17/42; Examiner's Designation No 1013-2; Signature; Typed Name JOE DOCTOR, D.O.

Airman's Signature

The exam usually takes about 10-15 minutes and costs approximately $80.

Once you receive your 3rd Class Medical Certificate, it will be good for up to 5 years (2 years for those over the age 40).

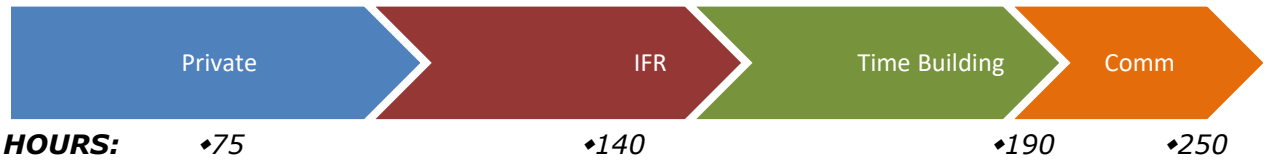
A 1st class medical is valid for 12 months (6 months for those over the age of 40)

Certain medications and past medical conditions may require further paperwork to complete the process. To answer questions regarding certain medical conditions, contact your local AME.

Note: You may obtain a 1st or 2nd class medical certificate if you wish. Those medical certificates are usually reserved for those pilots who plan to fly commercially.

What is the process of becoming a commercial pilot?

There are many ways a pilot can obtain their commercial pilot license. Some of the minimum requirements include: logging 250 flight hours and having a Private Pilot license. Although there are many licenses and ratings available (multi-engine rating, etc.), the most common path that pilots take is the following:



1) PRIVATE PILOT

The Private Pilot course is the primary course that gives pilots their first true pilot's license. We believe a strong foundation will help students successfully complete the other phases in their training. With this license, the pilot is allowed to take passengers without a flight instructor. This is where the pilot learns all the fundamentals of flying. The primary restrictions with this license is that pilot cannot fly in bad weather (instrument rating is required), nor can the pilot charge for their services (commercial license is required)



Visit our pages for more information:
http://pacificairflightschool.com/flight-training-long-beach/private-pilot/

http://pacificairflightschool.com/faq/private-pilot-faq/

2) INSTRUMENT RATING*

The Instrument Rating allows pilots to fly in the clouds. Although it may sound simple in theory, this is sometimes referred as the most challenging of all ratings/licenses because the pilot is required to do a high amount of multi-tasking.

Visit our pages for more information:
http://pacificairflightschool.com/flight-training-long-beach/instrument-rating/

http://pacificairflightschool.com/faq/instrument-rating-faq/

3) TIME BUILDING*

The time-building phase is casual phase in training where pilots can do whatever they want to achieve the required time for their commercial pilot's license. Most pilots rent the airplane and travel around the United States. Pilot's can share the costs of flying by flying with another pilot, while they both log flight time (some restrictions apply).

4) COMMERCIAL PILOT

The Commercial Pilot License allows pilots to charge for their services. This license is surprisingly considered one of the easiest licenses/ratings to earn. Essentially, it is very similar to the Private Pilot license, with just a few additional maneuvers during training.

Visit our page for more information:
http://pacificairflightschool.com/flight-training-long-beach/commercial-pilot/

***The Time Building phase is only required in order to achieve the required flight time for the Commercial Pilot License*

Private	IFR	Time Building	Comm
HOURS:	*•75*	*•120+20SIM*	*•170+20 SIM*	*200+50SIM*

What is the next step after the Commercial License?



There are many options the pilot may choose to take after completing the Commercial Pilot License—it all depends on the pilot's goals. The two most common licenses/ratings that most pilots complete after their Commercial License are: Multi-Engine Rating and/or the Certified Flight Instructor certificate.
Depending on your goals, different pilots will have different circumstances determining which avenue to take after their Commercial License. Airline and charter companies in the U.S. require a minimum of 1,200-1,500 flight hours to apply. What you do after your Commercial License is YOUR choice.

OPTION 1

Probably the most common route for pilots to take is to train for the Certified Flight Instructor (CFI) certificate. By doing so, the pilot will be able to easily get a job and earn money, while accumulating hours. At some point though, pilots will have to earn their multi-engine rating if they plan on getting a job with a charter company or an airline.



HOURS: *•250 •265 •1200+*

OPTION 2

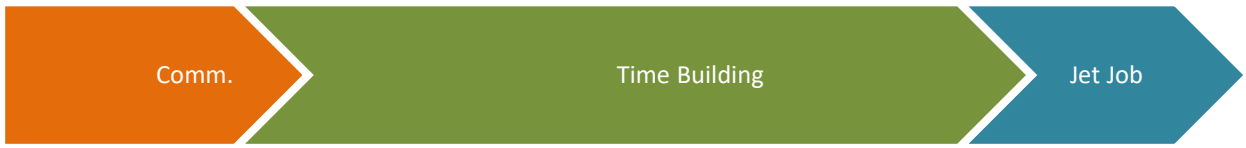
Some pilots skip the CFI route and opt to get a job with only their Commercial License. Some examples of this include: land surveying, pipeline watch, traffic watch, banner towing, parachute jump pilot, etc. Although this is a simple route, it is hardly an easy one since there are not many companies that will hire a pilot with low time (500-1,000 hours).



HOURS: *•250 •1200+*

OPTION 3

The above two options consider the option of getting a job with 250-500 hours. The third option, and probably the least followed, is to pay for all your flight hours leading up the industry minimum of 1,200-1,500. This is obviously a very expensive route, but in many cases, it is very possible to accumulate hours by various means.



HOURS: *•250 •1200+*

NOTE: Somewhere between 250-1200 hours, pilots are encouraged to consider getting their Multi-Engine Commercial License since it will likely be required by the "Jet Job" they desire.

What are the costs associated with training?

The estimated cost of training varies with the airplane to be flown. Several different airplanes are available for training. For every airplane, there are pros and cons; the instructors at Pacific Air Flight School will ensure that you train in the airplane most suitable to your needs.

PACIF AIR FLIGHT SCHOOL RATES

• Cessna 172N/P	$199/hour
• Cessna 172S (G1000)	$239/hour
• Instructor	$75/hour

Pacific Air Flight School has some of the most competitive rates in Southern California! The following are items that will be required for training:

1) Ground School Material



Ground school is the coursework required to attain a thorough knowledge of flying. This includes, but is not limited to: regulations, aerodynamics, weather, aircraft systems, etc. There are many mediums by which ground school may be completed: attending a college course, 1-on-1 with an instructor, specialized flight school ground school, reading all the required books, and interactive-media courses.

The most common form of ground school is an interactive home-study course. We use Sporty's Online Ground School which costs $299. This cost along with the Student Registration Fee (also $299) is due at the New Student Orientation.

2) Pilot Gear

Pilot gear is a combination of tools and charts (maps) that a student will need. Although not all items are required, there are several tools that will make life easier on a pilot. These items include: charts (maps), flight "computers," books, kneeboard, flight bag, headset, etc.



3) Testing

There are ultimately 2 tests that a pilot must take to attain a certificate orating. First is the written test (approx. $150). The final test, known commonly as the "checkride," and is typically around $800-$1400 (depending on which certificate or rating you are taking) with an FAA designated pilot examiner.

Pacific Air Flight School has NO hidden fees and NO deceiving estimates. All of our instructors are extremely personable and come from professional backgrounds.

What is the total cost of training? How do I pay?



All of the costs mentioned are considered estimates; the actual costs of training may fluctuate, depending on your skills, drive and determination, delays in training, etc.

The main difference in total-cost will be determined by the airplane you choose and the students' skill set when it comes to flight training. You can choose to do training for the Private Pilot in one of three airplanes (C172N, C172P, C172S).

If you are seeking financial assistance there is a lot of options for students to choose from. The following are some options that our school partners with. Each program is completely different in how they disburse the funds and how you pay back the funding. It is the students responsibility to do their own research on which option is right for them.

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*Flight Training Finance, LLC finances students that are looking for a career in aviation. For more information and to apply for funding click the following link:
Flight Training Finance, LLC or https://www.flighttrainingfinancellc.com

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*Another popular option to apply for funding is the Aircraft Owners and Pilots Association (AOPA). You can find more information and instructions on how to apply and the following link: AOPA Financing or https://finance.aopa.org

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*Stratus Financial works with students interested in a career in aviation and offers several loan repayment options, which include loan deferments for up to one year. If you would like more information email denise@pacificairflightschool.com for the Stratus Advantage Information Packet.

To apply for funding at Pacific Air Flight School, use the following QR Code.

The following are the estimated cost packages of each certificate or rating and the amounts we suggest asking for when applying for funding. Before applying for funding call Denise at 866-600-9595 to discuss.

Private Pilot Certificate*	Private A	Private B
*Choice of Cessna N, P or G1000	Cessna 172 N/P $194/hr	Cessna 172 S G1000 $234/hr
75 Flight Hours	$14,550	$17,550
120 CFI	$9,000	$9,000
Total	$23,550	$26,550

Instrument Rating*	Instrument A
*Training done in G1000	Cessna 172 S G1000 $234/hr
45 Flight Hours	$10,530
20 SIM	$1,800
120 CFI	$9,000
Total	$21,330

Time Building*	Time Building A	Time Building B
*Choice of N119FR or Cessna G1000	Cessna 172 N119FR $174/hr	Cessna 172 S G1000 $234/hr
50 Flight Hours	$8,700	$11,700
Total	$8,700	$11,700

Commercial Certificate*	Commercial A	Commercial B
*Choice of Cessna N, P or G1000	Cessna 172 N/P $194/hr	Cessna 172 S G1000 $234/hr
30 Flight Hours	$5,820	$7,020
60 CFI	$4,500	$4,500
30 SIM	$2,700	$2,700
Total	$13,020	$14,220

Certified Flight Instructor Program *	CFI
*Must be done in G1000	Cessna 172 S G1000 $234/hr
CFI - 15 Flight Hours (additional hours at regular rate)	$3,510
40 - CFI Hours (additional hours at CFI program rate)	$4,000
2 - Stage Checks (oral portion only)	$500
Lesson Plans	$290
Total	$8,300

Certified Flight Instructor – Instrument Program (CFII) *	CFII
*Must be done in G1000	Cessna 172 S G1000 $234/hr
15 Flight Hours (additional hours at regular rate)	$3,585
28 - CFI Hours (additional hours at CFI program rate)	$2,800
2 - Stage Checks (oral portion only)	$500
Total	$6,885

Career Pilot Program	Career A	Career B
	(includes Private A, Instrument A, Time Building A, Commercial A, CFI and CFII)	(includes Private B, Instrument A, Time Building B, Commercial B, CFI and CFII)
	$81,785	$88,985

Career Pilot Program Plus	Career Plus A	Career Plus B
*Mandatory Training Costs for Registration and Online Ground School	Career Pilot Program A plus Registration Fees and Access to online Ground School	Career Pilot Program B plus Registration Fees and Access to online Ground School
Registration Fee Pvt, Inst and Comm ($299 and 2 - $199 each course)	$697	$697
Access to Online Ground School (3 - $299 each course)	$897	$897
Total	$83,379	$90,579

Please note: Purchasing a package through financing guarantees the value of the stated flight hours, instruction hours, simulator hours, stage checks, or other specified services, but does not guarantee a Certificate or Rating. It is the student's responsibility to pass the check-ride with an FAA Examiner to receive those certificates or ratings. If the student runs out of funds due to unforeseen circumstances such as exam failure or stage check failure, the student is responsible for paying for any additional costs related to completing the program. The rates for any hours in excess to those purchased with a package are specified on "Rate Sheet A."

How long will training take?

Scheduling lessons will largely depend on your schedule. Some students decide to do full-time training, flying 4-7 times a week, whereas other pilots may opt to fly 2 times a week. The timetable below represents estimates for the time it will take to get each license/rating, depending on the frequency of your training. *Remember, all lessons are scheduled to work around your schedule.*

LESSONS PER WEEK (Lesson Frequency)	1	2-3	4-5	6-7
PRIVATE	10 MONTHS	5 MONTHS	2 MONTHS	5 WEEKS
INSTRUMENT	6 MONTHS	3 MONTHS	1 MONTH	2 WEEKS
TIME BUILDING	10 MONTHS	5 MONTHS	3 MONTHS	8 WEEKS
COMMERCIAL	2 MONTHS	1 MONTH	2 WEEKS	1 WEEK
CFI (Optional)	4 MONTHS	2 MONTHS	3 WEEKS	2 WEEKS
MULTI-ENGINE	2 MONTHS	1 MONTH	2 WEEKS	1 WEEK

What will training be like?

Regardless of your lesson frequency, every lesson will have a core objective. Most lessons will only involve a flight lesson. However, some lessons will be dedicated to "ground school," where the instructor focuses on important material that must be reviewed. Once you determine a schedule that works for you, the instructor will layout a training course outline so that you always know the objective of the next lesson. Prior to each lesson, it will be the student's responsibility to study for that lesson.

On a typical lesson, students will spend about 10-15 minutes with the instructor for a briefing. That is followed by a flight that usually lasts about 1-1½ hour. After the completion of the flight, a 15-minute post-flight briefing takes place where the instructor gives the student his/her notes on that day's lesson.

How do I start?

The very first step in flight training is to take a Demo Flight. A Demo Flight is designed to let you fly the whole time to determine if you are truly interested in attaining a career in aviation. For those pilots ready to start training, we will simply schedule your New Student Orientation, where we will go over the basics, as well as organize a schedule that works for you.

If you have any further questions, please feel free to contact us at:
866-600-9595 or ***info@pacificairflightschool.com***