



SKYSCHOOL OF EAST TEXAS COMPLETE PRICING GUIDE

Private – Commercial Single – Instrument

SEP 2024



PRIVATE PILOT CERTIFICATE



Holders of a Private Pilot Certificate may operate as pilot in command of an aircraft carrying passengers during day, or night visual meteorological conditions. Private Pilots generally may not carry passengers, or property for any commercial purpose, and may not operate in weather conditions below those prescribed for Visual Flight Rules operations.

In order to advance to a higher grade of certificate or rating, an individual must first obtain the Private Pilot Certificate. The timeline on obtaining this certificate is subject to many variables including weather, aircraft availability, maintenance, your work schedule, family schedule, and your own extracurricular activities outside of flying just to name a few.

While some people have been able to dedicate themselves to obtaining the certificate in as little as *90 days*, other individuals may require several months simply based on the variables mentioned above. However, a person with ample availability, quality study habits, and frequent attendance will always obtain the certificate in a shorter amount of time, and for less money than those with a lesser degree of flexibility. The next two pages will provide pricing based on;

1. FAA minimums for certification – paying as you go
2. FAA minimums for certification – using a flight account
3. Average time most people take – paying as you go
4. Average time most people take – using a flight account



PRIVATE PILOT CERTIFICATE

PAY AS YOU GO PLAN:

Based on FAA minimums

40 hours flight experience	\$7,400.00
20 hours with an instructor	\$1,000.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Medical Exam	\$150.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00

Estimated Total \$10,450.00

FLIGHT ACCOUNT PLAN:

Based on FAA minimums

40 hours flight experience	\$6,800.00
20 hours with an instructor	\$800.00
In classroom ground school	\$375.00
FAA Written Exam	\$175.00
Medical Exam	\$150.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00

Estimated Total \$9,575.00



PRIVATE PILOT CERTIFICATE

PAY AS YOU GO PLAN:

Based on average time most people need to obtain the certificate

60 hours flight experience	\$11,100.00
30 hours with an instructor	\$1,500.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Medical Exam	\$150.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00

Estimated Total \$14,650.00

FLIGHT ACCOUNT PLAN:

Based on average time most people need to obtain the certificate

60 hours flight experience	\$10,200.00
30 hours with an instructor	\$1,200.00
In classroom ground school	\$375.00
FAA Written Exam	\$175.00
Medical Exam	\$150.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00

Estimated Total \$13,375.00



TIME BUILDER (50 HOURS)



Once you have obtained your Private Pilot's Certificate, it's time to enjoy it! If your intent is to continue on toward an instrument rating, Federal Aviation Regulations Part 61.65 will require you to obtain 50 hours of cross-country flight experience as Pilot in Command. The objective here is simple... gain experience by planning a flight, and executing that flight safely within the privileges and limitations of your Private Certificate.

You could select an airfield nearest your favorite aviation museum, or conduct a week-long tour of airports with the best restaurants. The bottom line is, pilot in command time is worth its weight in gold, and in aviation, experience is everything. So go out and spread your wings, and enjoy being involved in the fun of aviation!

When it comes to time building with SkySchool of East Texas, you have three options; Pay as you go, receive a discount using your flight account funds, or pay for the full experience upfront for maximum savings. The next page will outline the cost associated with time building.



TIME BUILDER (50 HOURS)

PAY AS YOU GO PLAN:

Based on your needing 50 hours cross country pilot in command experience to qualify for the instrument rating.

50 hours PIC cross-country \$9,250.00
(\$185/Hour)

FLIGHT ACCOUNT PLAN:

Based on your needing 50 hours cross country pilot in command experience to qualify for the instrument rating.

50 hours PIC cross-country \$8,500.00
(\$170/Hour)

PAY IN FULL UP FRONT:

Based on your needing 50 hours cross country pilot in command experience to qualify for the instrument rating.

50 hours PIC cross-country \$7,750.00
(\$155/Hour)



INSTRUMENT RATING



The instrument rating opens many doors in aviation. By holding an instrument rating, you can now depart in the low overcast and drizzle, climb through the cloud deck, and soar in the clear skies above. You will learn to fly the airplane with zero outside reference, orienting the aircraft's attitude and navigating from place to place strictly by reference to the flight instruments.

Your training here will begin with the basic building blocks of learning to interpret the instrument indications and make control inputs to obtain the appropriate performance response from the aircraft. Once you have mastered the basic skill of flying "IFR" we will then move on to learning how to fly instrument approaches to minimums, as well as how to navigate complex departure and arrival procedures. If long range personal travel, business travel, or especially a career in aviation rest in your future, the instrument rating is a must have.

The next two pages will provide pricing based on;

1. FAA minimums for certification – paying as you go
2. FAA minimums for certification – using a flight account
3. Average time most people take – paying as you go
4. Average time most people take – using a flight account



INSTRUMENT RATING

PAY AS YOU GO PLAN:

Based on FAA minimums

40 hours flight experience	\$7,400.00
15 hours with an instructor	\$750.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00

Estimated Total \$10,050.00

FLIGHT ACCOUNT PLAN:

Based on FAA minimums

40 hours flight experience	\$6,800.00
15 hours with an instructor	\$800.00
In classroom ground school	\$375.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00

Estimated Total \$9,425.00



INSTRUMENT RATING

PAY AS YOU GO PLAN:

Based on average time most people need to obtain the instrument rating

50 hours flight experience	\$9,250.00
25 hours with an instructor	\$1,250.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00

Estimated Total \$12,400.00

FLIGHT ACCOUNT PLAN:

Based on FAA minimums

50 hours flight experience	\$8,500.00
25 hours with an instructor	\$1,000.00
In classroom ground school	\$375.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00

Estimated Total \$11,475.00



COMMERCIAL, SINGLE ENGINE - LAND



The Commercial Pilot Certificate allows the pilot to operate for compensation or hire under specific limitations found in the Federal Aviation Regulations. Commercial Pilots cannot “hold out” their services to the public, nor can they engage in air commerce by way of scheduled or charter operations. Such charter or scheduled operations would call for a Part 135 or 121 certificate which would allow them to operate as an "air carrier". Regulatory limitations aside,

commercial pilots *may* conduct operations such as ferrying aircraft, crop dusting, firefighting, photo flights, surveying & mapping, powerline or pipeline patrol, parachute jump operations, banner towing, sight-seeing tours within 25 nm of the airport and a hand full of other operations. Additionally, if the commercial pilot meets the hiring minimums of any one specific air carrier, they can work for that company as a pilot! Commercial Pilot requirements:

- a. 18 years of age
- b. Valid 2nd Class Medical Certificate
- c. You must have not less than 250 hours total time
- d. 20 hours with a flight instructor on commercial pilot training
- e. 10 hours training in a complex, turbine OR technically Advanced Airplane
- f. 10 hours instrument training
- g. 2 hour night cross country covering 100 nautical miles
- h. 2 hour day cross country covering 100 nautical miles
- i. 300 nm solo cross country with stops at 3 points, and one leg of 250 nm or more
- j. 5 hours night flight experience at a towered airport.



COMMERCIAL – SINGLE ENGINE, LAND

PAY AS YOU GO PLAN:

Based on all prior training being completed at FAA minimums, AND This training also being completed at FAA minimums

120 hours of time building	\$22,200.00
20 hours with an instructor	\$1,000.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00

Estimated Total \$25,100.00

FLIGHT ACCOUNT PLAN:

Based on all prior training being completed at FAA minimums, AND This training also being completed at FAA minimums

120 hours of time building	\$20,400.00
20 hours with an instructor	\$1,000.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00

Estimated Total \$23,300.00



COMMERCIAL – SINGLE ENGINE, LAND

PAY AS YOU GO PLAN:

Based on all prior training being completed at average rate, AND This training also being completed at average rate

90 hours of time building	\$16,650.00
30 hours with an instructor	\$1,500.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00

Estimated Total	\$20,050.00
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FLIGHT ACCOUNT PLAN:

Based on all prior training being completed at average rate, AND This training also being completed at average rate

90 hours of time building	\$15,300.00
30 hours with an instructor	\$1,250.00
In classroom ground school	\$450.00
FAA Written Exam	\$175.00
Course Materials	\$275.00
Check Ride Fee	\$1,000.00

Estimated Total	\$18,450.00
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TRAINING / TIMELINE EXAMPLE

Student begins **Private Pilot Certificate training** January 1st and elects to obtain their Private Pilot Certificate as a flight account user. We will assume the student has ample availability, and can be at the airport for training every few days and progresses at an average rate.

Private Pilot, Airplane, Single Engine Land **\$13,375.00**
Approximated completion date: April 10th

Student begins **time building** April 12th We will assume the student has ample availability, and can be at the airport for training every few days and progresses at an average rate. The student has paid for their time building using the flight account discount.

Time Builder Phase **\$8,500.00**
Approximated completion date: May 1st

Student begins **Instrument training** May 5th We will assume the student has ample availability, and can be at the airport for training every few days and progresses at an average rate. The student is a flight account user.

Instrument Rating **\$11,475.00**
Approximated completion date: July 20th

Student begins **Commercial Single training** July 21st We will assume the student has ample availability, can be at the airport for training every few days and progresses at an average rate, and must build approximately 90 hours. The student is a flight account user.

Commercial Pilot, Airplane, Single Engine Land **\$18,450.00**
Approximated completion date: September 16th

TOTAL TRAINING COST ESTIMATE \$51,800.00
TOTAL CALENDAR DAYS IN TRAINING 259 DAYS

NOTES

1. Ground school is conducted in our 16-seat classroom with in person lecture, presentation, an air traffic control field trip, and guest speakers (when available) The ground school is scheduled over approximately six weeks of attendance and includes written exam and oral exam prep.
2. The FAA dictates the minimum required training hours; this is not an hour requirement that the flight school establishes. You should be aware that while the training hour minimum for the Private Pilot Certificate is 40 hours flight experience, you may need additional hours to master certain procedures, maneuvers, or concepts. No two people certify at the same speed.
3. Dedication to quality study habits, coming to each lesson prepared to learn, and understanding that the fun of flying the airplane truly represents only a small portion of actual flight training – as well as avoiding a start and stop approach with infrequent flying – are the best ways to ensure that your training runs smoothly and efficiently.
4. Every individual learns a skill or concept at a different speed; you should understand that this *estimate* is generated based on our years of experience in providing flight training and that your investment of both time and money may likely deviate from these figures.