



Welcome

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Academy Information &
Pricing Structure

2017



Become a Pilot with Us!

Welcome

Thank you for your interest in AFOS Flight Training Academy.

Introduction

It is our pleasure to introduce you to AFOS Flight Training Academy. We specialise in fixed wing flight training based at Rand Airport, and offer students professional flight training at competitive, market-related rates.

Rand Airport

At AFOS Flight Training Academy, we ensure that safety is of most importance. We are proud to say that we have trained thousands of pilots for both commercial (Airline & Charter Industry) as well as Private pilots (PPL). Situated at Rand Airport, Johannesburg, South Africa, a busy aviation hub just 10 minutes drive from the Johannesburg Central Business District and positioned just 7.5 Nautical Miles South West of the busy O.R Tambo International Airport (previously known as Johannesburg International Airport). Flight training at Rand airport, ensures that student pilot's become familiar with busy airspaces. The Rand airport is a controlled aerodrome, thus making the work between ATC (Air Traffic Controllers) an everyday occurrence and helps pilots get used to the workings of controlled airspaces, which in-turn makes for good and safe pilots.

Why choose at AFOS?

AFOS Flight Training Academy has a dedicated Flight Instructors, Aircraft maintenance staff and office staff who are at each student's beck & call and are always ready and willing to provide information, tuition and assistance. We are one of a very few pilot training schools in Johannesburg that have facilities such as a SA-CAA (South African Civil Aviation Authority) approved, Online Examination center. PPL ground school classes are given on a weekly basis during the evenings from 18:00, completing 1 of the 8 required subjects per week.

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Frequently Asked Questions

Question:

I am in high school and I'm thinking of a career as a pilot. When is the best time/age to begin my training?

Answer:

Due to the time which it could take for someone to reach the point at which they are "Employable" as a pilot, may be a lengthily (which is usually factored by money and the cost of flying), that we recommend starting as soon as possible.

The law requires one to be a minimum age of 17 years old before he/she may fly solo. With that in mind, we suggest starting 6 months prior to your 17th birthday.

A FULL TIME student could complete the Private Pilot Licence within 6-8 weeks, but part time, and at a good pace, still leaving time for school work and studies, the above age/time to start is very beneficial and is explained below.

The Private Pilot Licence is the first step towards acquiring a Commercial Pilot Licence.

The PPL (Private Pilot Licence) consists of the following:

- 8 theoretical examinations.
- 25 hours of DUAL flight instruction.
- 20 hours of SOLO flight hours.

As can be see a very minimum amount of added workload is required and should not interfere with schoolwork when working at the following pace.

- 8 subjects and exams over a 12-month period is a very low workload – 1 exam every 1½ months.
- 25 DUAL hours completed in the first 6 months (prior to turning 17) is 1 flight hour a week.
- 20 SOLO hours – at 1 hour per week.

The advantages of starting with the PPL at this age/period, apposed to only once finishing with school, are countless and will ensure a person of a good head start in a career which could take a long time to complete and not to forget, a good amount of money too.

Below, are the 2 biggest advantages which are to be the most beneficial to start you training as early as possible:

- Costs are spread over a 1-year period, instead of 6-8 weeks.
- Unlike a career in say Medical or Law, where one needs to outlay large sums of money at the beginning of each university year, and as in many cases, only to find that half way through a degree that it may not actually be the career for YOU (this does not really happen to pilots very often), by the time the student is done with school not only do you have a very good head start to your career, but also a "Qualification" or Private Pilot Licence. Even if, in the very unlikely chance that flying is not what it was thought to be, one still has PPL Licence and can use it throughout life on a recreational level.

This further goes on, that the following year may be used to continue with the CPL (Commercial Pilot Licence) from the get go. On a full time basis, the Commercial portion should/could take anywhere between one to two years to complete, Factors such as Weather and again finances could extend the time further. On the other hand, if funding is available and weather is good, it could take less than 12 months. It is solely up to the student and the above mentioned variables. At AFOS we do NOT take students at interval periods (2 or 4 times per year), as most other flight schools do. We pride ourselves on giving each student INDIVIDUAL attention, on a 1 to 1 basis, thus we take students in at any time, and we do not stipulate how long it should take a student to complete

ANY part of their training. This means that if it takes someone 10 years to complete their training, then so be it. We understand that everyone is in a different situation to the next person and that everyone learns differently and it is just THAT, which we feel makes it necessary for each student to receive individual, undivided attention and to be allowed to work at their own pace.

Question:

It has always been my dream to fly, either as a career or on a recreational basis. It was never possible until now, but I think my age may be a problem. Do you think that I can start learning to fly at my age?

Answer:

Absolutely!! We at AFOS Flight Training Academy have students of all ages. The only age prohibiting clause in the law to flying is "A student may not fly solo under the age of 17 years old". With regards to the upper limit of age, so as long as you are healthy enough to pass your Class II Medical examination, you are in the all clear to live out your dream.

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Frequently Asked Questions

Question:

How do I enroll at AFOS Flight Training Academy? What are the first steps & how often does the academy take on new students?

Answer:

Give us a call to setup a meeting at the school. On your first visit we will also arrange your Introduction Flight. Unlike majority other flight schools, AFOS takes on new students all the time. We will require you to bring the following documents along with you for your Intro Flight:

- South African Identity Book / Passport if not a S.A. Citizen.
- Parent or Guardian if under the age of 18 years old.
- Medical Aid Details for your file.

The first step in starting to fly is doing your Introduction Flight.

Question:

How long does it take to do my Private Pilot Licence or Commercial Pilot Licence?

Answer:

There is no time limit on how long or how quick one can complete your pilot Licence. With that said, we can tell you that on a full time basis it is possible to complete your PPL in 6-8 weeks (Weather Dependent).

For a Commercial Licence, it could be done in 6 months on a full time basis (Weather Dependent).

Question:

I have received quotations from other flight schools and they are way more expensive than AFOS. What are the hidden costs?

Answer:

There are no hidden costs whatsoever. The reason why AFOS Flight Training Academy is cheaper than most other flight schools is due to the aircraft on which we train on. We use Tecnam Aircraft whose running costs are much lower than Cessna's & Piper Cherokee's.

Question:

What are the Pros & Cons of learning to fly on Tecnam Aircraft?

Answer:

There are not many Cons, well none any different from any other training aircraft. The Pro's on the other hand are MANY more when being compared to Cessna's or Piper's. Below is a list of Pros:

- Cost is probably the biggest pro.
- Tecnam's are basic training aircraft, thus students start learning to fly from their first lesson opposed to first learning complex aircraft systems.
- Safety – Tecnam's are known to have a very high safety rating. They are well built Italian built aircraft.
- Students will achieve their Licence in way less hours than those learning on more complex aircraft.

Question:

I would like to fly Cessna's or Piper's once I have my Licence. How does training on a Tecnam affect the kind of Licence I get?

Answer:

The aircraft on which you learn to fly on does not affect your "type" or "kind" of Licence whatsoever. Each different aircraft we wish to fly thereafter would require a "Type Rating" on that particular aircraft. Each type rating acquired involves the pilot to do +/- 2-3 hours with an instructor. The aircraft on which a student learns to fly on, ensures that when the PPL is completed, the new pilot will then hold the type rating for that aircraft.

Question:

How often do I need to fly when doing my training?

Answer:

There is no regulation which stipulates how often a student should fly. But like learning anything, Repetition & Frequency is key. While there is no regulation, we would suggest flying no less than 1 time per week. Anything less than that would/could result in the student doing a few more hours to complete their Licence due to a bit of re-capping each lesson but it is not a huge issue.

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Frequently Asked Questions

Question:

What subject's do I need to take at school to become a pilot?

Answer:

When doing your Pilot Licence on your own (Not on a bursary or through an Airline Cadet Program), there are no minimum requirements needed. That said, there are certain subjects which will help knowing when learning to fly. These are Mathematics, Geography, Physical Science & English. If the above subjects were not taken at school, it is not a problem, the learning curriculum will cover everything needed.

Question:

Will my South African Pilot Licence I receive at AFOS be valid in other countries?

Answer:

The training curriculum which is followed for all flight training is in accordance with the SA-CAA (South African Civil Aviation Authority). The SA-CAA acts under ICAO (International Civil Aviation Organization). Although most countries follow the ICAO regulations, each country has their own CAA. Thus, each country has small air laws which differ from country to country. In countries which are regulated by ICAO, the SA-CAA pilot licence is recognized, but due to the differences in laws, in most cases would require the pilot to write the Air-Law examination of that particular country along with a stipulated number of hours to be flown with a Flight Instructor within that country. Once this has been completed, you will then hold a licence for that country. When converting your licence to another country, the number of hours required to be flown under instruction will be reduced as the number of hours flown on your SA-CAA licence – Experience Counts!

The USA is not governed by ICAO and their regulations are governed by the FAA (Federal Aviation Authority). Although the process to convert is not as straight forward, your flying experience, hours & licence will all still be recognized.

Question:

How do I go about paying for my training?

Do I need to pay everything upfront?

Do I need to pay a deposit?

Do I need to pay Insurance?

I received a quotation from AFOS. Are there any HIDDEN costs or FEES?

Answer:

With regards to how you pay for your training, it is up to you. If you would like, you may pay as you fly. If you can only afford to fly once a month and pay on the day of your flight, then so be it. Should you prefer to deposit an amount, say R10 000 & keep your account in a positive, then you may do so.

No payments are required before you start flying. AFOS is one of the very few schools who do not ask for a deposit nor do we ask the student to pay for excess insurance. Our hourly rate includes excess insurance.

The pricing on our website covers EVERYTHING which you will be charged for. This said, we quote according to the SA-CAA stipulated MINIMUM hours required for the issue of a pilot licence. It is not a given that anyone will finish their training upon reaching those hours. Some people do, and some people don't. Every hour over the stipulated amount in our quotation will obviously be a "HIDDEN" cost which was unforeseen.

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PPL Requirements

PPL - Private Pilot Licence

Whilst a student pilot may begin His/Her training at any age, the minimum age that he/she may obtain a PPL or go solo is 16 years. To begin with your flight training an introduction flight is done. Your first intro flight will be around 30-45min and will be the first actual time logged in your pilot logbook and is counted towards your total 25 dual hours required for your PPL. After the student has completed the intro flight, it is suggested that the next step is to get his/her Class II Aviation Medical Certificate. The Class II Aviation Medical is required by the South African Civil Aviation Authority (SA-CAA) for the issue of a Student Pilot Licence and Private Pilot Licence. The reason that we suggest that the medical is done so early is to avoid money being spent on training, only to find out later on that a student may have health issues which don't allow for the issue of the Medical Certificate.

Further more, once the Class II medical has been issued, the student will receive his/her Student Pilot Licence (SPL). This is needed in order for the student to fly solo, which will be around 15-20 hours. The SPL is also required for the student to write the 8 theory examinations.

A minimum total of 45 hours (25 Dual & 20 Solo) of training are required to obtain a PPL, along with the 8 theory subjects, a valid Class II Medical & an English Proficiency Certificate (As per ICAO). The English Proficiency may be substituted with a Gr 12 Certificate where English was taken as a First Language.

An Aviation Chest X-ray is needed for your first Aviation Medical and should be handed to the Aviation doctor on your first visit. The X-ray can be done at any Medi-cross which has X-ray facilities at a cost of around R500.

Limits of a Private Pilot Licence

A Private Pilot may fly any aircraft which he/she holds a type rating on in a solo capacity. These flights are only to be carried out for recreational purposes and NOT for any remuneration what-so-ever.

Details for Aviation Medical Doctors and English Proficiency Test Centers can be found on the last page of this document.

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PPL Costs

The below Pricing covers everything which may be needed for a PPL

Two options are listed below. It is up to the student as to which aircraft he/she wants to do their training on. It is suggested that a Tecnam is used for majority of the training as this has no impact other than a **money saving** then after the student has completed his/her PPL, a conversion or type-rating on another aircraft can be done. This then only requires 1-3 hours on the aircraft, rather than all 45 hours at 1.5 (one and a half times) the Tecnam cost.

Option 1 - All training done on a 2 Seater, Single Engine Tecnam ECHO

30 Hours Dual Instruction @ R1495.00 per hour	R 44, 850.00
15 Hours Solo @ R1395.00 per hour	R 20, 925.00
Radio Licence Course (Restricted)	R 1, 220.00
SA CAA On-line Exam Fees @ R150.00 per exam	R 1, 050.00
Total	R 68, 045.00

Option 2 - All training done on a 4 Seater, Single Engine Cessna 172

30 Hours Dual Instruction @ R1730.00 per hour	R 51, 900.00
15 Hours Solo @ R1630.00 per hour	R 24, 450.00
Radio Licence Course (Restricted)	R 1, 220.00
SA CAA On-line Exam Fees @ R150.00 per exam	R 1, 050.00
Total	R 78, 620.00

PPL-Kit - Optional. Maps, Flight Computer, Handbooks, exam fees, etc. **R 5, 500.00**
The above PPL kit may be bought through out the flight school or may be bought individually on the students own esteem.

Chest X-rays, Medical and CAA SPL fees are not included above and may vary from doctor to doctor. Estimated at around R 1, 500.00

Pricing Correct as of 1 November 2017

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CPL Requirements

CPL - Commercial Pilot Licence

This section assumes that the student has completed their PPL.

After the student has completed his/her Private Pilot Licence, the next step in attaining their Commercial Pilot Licence would be acquiring a Night Rating. This allows the PPL holder to fly at night. A total of 15 dual night hours are required for the rating and are added to the 200 minimum hours which are required for a CPL.

Thereafter the student may build the remainder of the 200 hours in his/her own capacity. The aircraft type which majority of the hours towards a commercial licence does not matter, therefore we suggest a single engine Tecnam as the hourly rate is minimum compared to Cessna's and others in that range. Once the student is at around 180 hours, only then decide whether you would like to do a Multi-Engine & Instrument Rating with your CPL. If so then complete your remainder 20 hours on a Multi-Engine Simulator which will be at an even lower cost than the single engine Tecnam discussed above.

While it is the choice of the student whether or not to do a Multi-Engine & Instrument Rating with their CPL, it is the cheaper option doing it alongside the CPL thus building the ratings into the 200 hours required for the commercial licence.

In-order to apply for a CPL a student should have completed the following:

- **PPL**
- **Night Rating**
- **Total of 200 Hours, 100 Dual & 100 Solo Hours**
- **Class I Medical Certificate**
- **7 CPL Subject Examinations**

Limits of a Commercial Pilot Licence

A Commercial Pilot may fly any aircraft for which he/she holds a type rating on and may fly for remuneration. A CPL is a minimum required licence which allows a pilot to fly a commercially be it charter or scheduled airlines. It is the first step in starting your flying career.

Details for Aviation Medical Doctors and English Proficiency Test Centers can be found on the last page of this document.

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CPL Costs

The Below Pricing assumes that the student holds a PPL, but NO Night Rating

Two options are given in the pricing below.

- Option 1 is for those who wish to do a Single Engine CPL.
- Option 2 for those wishing to do a Multi-Engine CPL.

Both Pricing options **INCLUDE** the required Night Rating.

Option 1 - Single Engine Commercial Pilot Licence

10 Hours Dual Instruction @ R1730.00 p/hour (night rating)	R 17,300.00
15 Hours Dual Instruction IF Training @ R1730.00 p/hour (C172)	R 25,950.00
6 Hours Dual Instruction IF Training on Piper Arrow @ R1990.00 p/hour	R 11,940.00
20 Hours Simulator Training @ R780.00 per hour	R 15,600.00
100 Hours Solo @ R1495.00 p/hour on Tecnam	R 149,500.00
1.5 Hours Commercial / IF Test on Piper Arrow @ R1990.00 p/hour	R 2,985.00
Radio Licence Course (General)	R 450.00
SA CAA Exam Fees @ R240.00 per exam	R 1,920.00
Designated Examiner Fees	R 2,500.00

Total

R 228,145.00

Pricing Correct as of 1 November 2017

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CPL Costs Continued

Option 2 -

Multi Engine Commercial Pilot Licence

10 Hours Dual Instruction @ R1730.00 p/hour (night rating)	R 17,300.00
15 Hours Dual Instruction IF Training @ R1730.00 p/hour (C172)	R 25,950.00
5 Hours Dual Instruction IF Training on Barron Sim @ R950.00 p/hour	R 4,750.00
20 Hours Simulator Training @ R950.00 p/hour	R 19,000.00
100 Hours Solo @ R1495.00 p/hour on Tecnam	R 149,950.00
6 Hours Dual Convex training - Barron 55 @ R3,990.00 p/hour	R 23,940.00
1.5 Hours Commercial / IF Test on Barron 55 @ R3,990.00 p/hour	R 5,985.00
Radio Licence Course (General)	R 450.00
SA CAA Exam Fees @ R240.00 per exam	R 1,920.00
Designated Flight Examiner Fees	R 2,500.00

Total

R 251,745.00

Pricing Correct as of 1 November 2017

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Other Ratings & Services

Conversion To Type - For Current PPL/CPL Holders

Tecnam ECHO – 3 hours Dual Instruction @ R1495.00 per hour	R 4,485.00
Cessna C172 – 3 hours Dual Instruction @ R1730.00 per hour	R 5,190.00
Dual Convex training - Barron 55 - 6 hours @ R3,990.00 p/hour	R 23,940.00

Night Rating

5 Hours Dual Instruction (IF) @ R1730 per hour	R 8,650.00
5 Hours Dual Instruction (Night Flying) @ R1730 per hour	R 8,650.00
Night Rating Ground School	R 600.00
SA CAA Exam Fees	R 450.00
SA CAA Licence Fees	R 450.00

Total **R 18,800.00**

Multi-Engine Rating

5 Hours Briefing @ R200 per hour	R 1,000.00
6 Hours Dual Instruction Baron 55 @ R3990 per hour	R 23,940.00
1 Hour Rating Test with DE Baron 55 @ R3990 per hour	R 3,990.00
Designated Flight Examiner Fess	R 2,500.00
SA CAA Licence Fees	R 450.00

Total **R 31,880.00**

Flight Instructor Rating

80 Hours Briefing @ R200 per hour	R 16,000.00
20 Hours Patter Training @ R1495 per hour	R 29,900.00
Instructor Reference Material	R 1,000.00
Designated Flight Examiner Fees	R 2,500.00
SA CAA Licence Fees	R 450.00

Total **R 49,850.00**

**Pricing Correct as of
1 November 2017**



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Contact Information

For bookings, questions & all other info, please contact our student coordinator:-



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Mobile:
Email:

Student Coordinator
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Landline Telephone: +27 11 827-4125

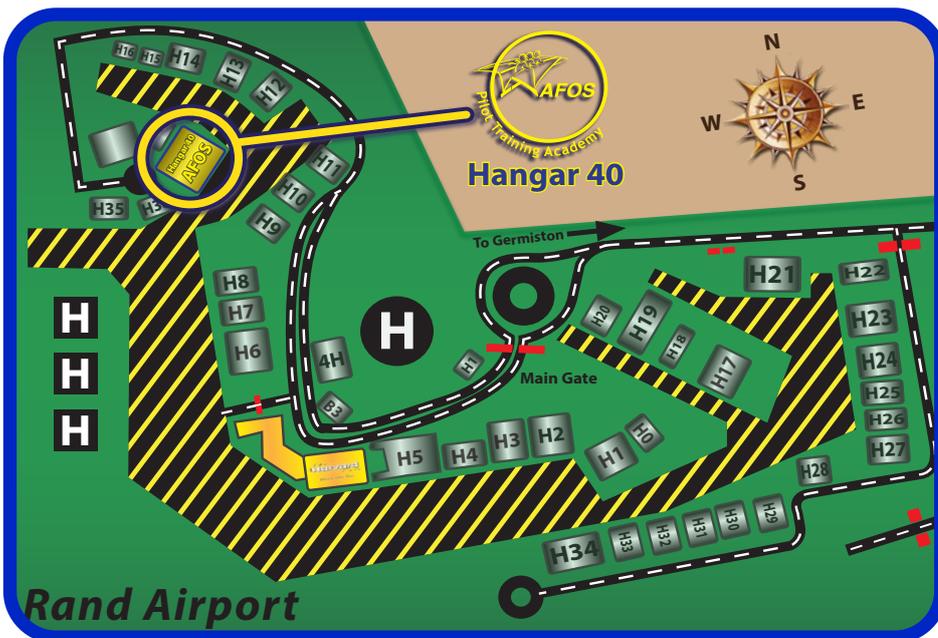
Email: fly@afos.co.za

Postal Address: P.O Box 18005, Rand Airport, 1419

Physical Address: Hanger 40, Lancaster Avenue, Rand Airport.

Jonathan de Reuck: 072 45 00 697
Flight Instructor

Coordinates: 26°14'33"S 028°09'04"E



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Further Information

Aviation Medical Practitioner

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Address: 8 Oak Street, Northmead, Benoni, 1501

English Proficiency Testing Center

Air Safety Rand Airport: +27 (0) 73 346 0490

**AFOS Flight School is a South African Civil Aviation
Authority Certified Flight Training Institution.**

ATO – CAA 0265

South African Civil Aviation Authority

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SOUTH AFRICAN



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