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Students interested in starting flight training at CCBC are encouraged to review the **CCBC Student Flight Training Handbook.**

For more information on pilot career progression, please visit the **Aviation Careers** page found on the CCBC Aviation Studies home page.
EARNING YOUR COMMERCIAL PILOT CERTIFICATE: THE PROCESS

In order to fly professionally as a commercial pilot, you must progress through several pilot licenses. Each license (or certificate as the termed by the FAA) builds on the skills and knowledge gained in the previous license. These licenses are described below and the costs are for airplane training.

The time and costs depend on how quickly you learn the required skills. Flight training time and costs are determined by individual ability, but are also influenced by weather and maintenance factors which may interrupt flight training. Generally, students should fly frequently and consistently in order to complete their pilot training in minimum time. Learning to fly requires repetition. Long breaks in flight training result in the student losing flying proficiency and skill.

Each license on the road to becoming a commercial pilot requires two parts: ground school and flight training. Ground school provides the academic knowledge necessary to be a safe pilot and pass the FAA Knowledge Exam. The flight training portion will teach you to operate the aircraft in a proficient and safe manner so that you will pass the FAA Flight Evaluation.

**Private Pilot** - The first license you will earn is the private pilot certificate. This license allows you to fly in good weather only under Visual Flight Rules (VFR). You may carry passengers, but cannot fly for hire (be paid as a pilot to fly passengers or cargo). The minimum requirement for this license is 40 hours of instruction, but most people take closer to 60 hours. The average cost is $9,000.

**Instrument Pilot Rating** - The next license you will earn is the instrument rating. This allows you to fly in limited visibility conditions under Instrument Flight Rules (IFR). You may carry passengers, but cannot fly for hire. The minimum requirements for this license is 40 hours of instruction, and thanks to simulator technology, most people are able to complete this rating in this amount of time. The average cost is $9,000.

**Commercial Pilot Certificate (Single Engine)** - The commercial pilot certificate will allow you to charge for your services as a pilot. This license builds on the skills learned during your private and instrument training, but hones your piloting ability to a higher proficiency level. The minimum requirements for this license is 250 hours of instruction (your private and instrument flight training time counts toward this); however, through simulator training under part 141, the total time may be reduced to 190 hours. The average cost is $12,000.

**Commercial Pilot Certificate (Multi-Engine)** - After completing your commercial pilot single engine training, you will want to "add-on" multi-engine privileges to your commercial license. This usually takes 15-20 hours of instruction and costs $6,000.

**Certificated Flight Instructor (CFI)** - This license authorizes you to provide flight instruction and train new students in learning to fly. This certification comes after earning your commercial pilot's license. The basic CFI allows you to instruct in single-engine aircraft and costs $3,000. You may also want to add instrument and multi-engine privileges to your CFI certificate in order to train instrument and in multi-engine students. The CFI-instrument costs $3,000 and the CFI-multi-engine costs $4,000.

Please see page 7 for some excellent websites that offer more information on flight training.
When considering pilot applicants, employers use logged flying hours as a yardstick for pilot experience in addition to a college degree. Organizations that hire pilots will have minimum flight hour requirements for employment.

When you finally earn your commercial pilot certificate, you will probably have less than 300 hours of flight time in your logbook. This is not enough to meet the minimum hiring standards for most airline or commercial operators. Most entry level flying jobs (regional airline, charter, and corporate operators require 500-1200 hours. So you will be lacking a few hundred hours in order to be employable. This is referred to as the experience "gap." In order to bridge this gap, you could go out and buy the additional time, but this would be prohibitively expensive. Most CCBC students turn to flight instructing as an efficient and cost-effective means to bridge the gap and build their flight time.

By earning a Certificated Flight Instructor (CFI) license, you may now teach others to fly and at the same time log the time that you fly with your students towards meeting the hiring requirements for an entry level flying job. Working as a CFI can be extremely rewarding as you introduce others to flying. You will also learn a great deal from teaching others to fly. The downside of flight instructing is the compensation. Most CFIs make $ 40 or more per hour, but they are only paid for the time that they are actively instructing students, so the net income of a full-time CFI is approx. $20,000 annually, however some flight schools offer much higher compensation and even benefits packages. This low pay is called "paying your dues" in the pilot world. Not all flight instructors are full-time; some are part-time and flight instruct in order to build their hours while working another job. Other CFIs work for extra income or just for the love of flying. CFI jobs are plentiful in the Baltimore Area.

While you are instructing, you will also need to accumulate multi-engine flight time. Multi-engine flight time demonstrates your ability to fly sophisticated aircraft. Entry level flying jobs require 100-500 hours of multi-engine flight time. There are different ways to get multi-engine time in your logbook. You may add-on multi-engine privileges to your CFI certificate which enables you to instruct in multi-engine aircraft or you may fly for a number of flight operators or private owners that utilize multi-engine aircraft.

When you have met the flight-hour requirements, you may apply for flying jobs individually or attend an Aviation Job Fair where representatives from numerous pilot hiring organizations are there to eagerly accept your resume. Some will even interview you on the spot and offer you a position!

Starting salaries for entry-level regional airline jobs are typically $ 20,000 to $ 35,000 annually but can increase to $75,000 after you upgrade to captain and serve a few years.

As you gain more experience and logbook hours, you will be able to qualify for employment with the major airlines or more lucrative flying jobs elsewhere that pay in excess of $ 200,000 per year. Generally, a four-year college degree is required.
Another way to become a commercial pilot is by going the military pilot route. All branches of the service train pilots and this training is considered to be the best in the world. With some exceptions, the Air Force and Navy fly mainly airplanes while the Army, Coast Guard and Marines fly helicopters. The process is very selective and to qualify for US Navy or Air Force pilot training a four-year degree is required. There is also a service commitment of 8-10 years. If you join a service on active duty status, you will have to complete your commitment before you may enter commercial aviation as a pilot; however, if you join a Reserve or Air/National Guard unit, you may start your commercial pilot career while serving in inactive or reserve status.

One of the best kept secrets is joining the Reserves or Air/Amy National Guard. Many states have Reserve or National Guard components that offer aviation opportunities. Many CCBC students join an Army/Air National Guard flying unit and take advantage of tuition assistance programs and Veteran's Benefits which almost completely cover the costs of flight training and earning their aviation degree. Upon graduation from college, they have excellent prospects for pilot selection with their unit.
FLIGHT TRAINING COSTS

CCBC offers airplane and helicopter flight training courses that are contracted through local flight schools. By contracting through local flight schools, we can offer flexible, lower-cost flight training options to our students. These flight training courses have lab fee that pay the flight school for the training. These courses enable students to finance their flight training via student loans, grants, VA Benefits, and employer tuition assistance.

FLIGHT TRAINING COSTS

CCBC offers the following flight training courses:

<table>
<thead>
<tr>
<th>Course Code</th>
<th>Course Name</th>
<th>Credits</th>
<th>Lab Fees: Airplane</th>
<th>Lab Fees: Helicopter</th>
</tr>
</thead>
<tbody>
<tr>
<td>AVMT 142</td>
<td>Private Pilot Flight Certification</td>
<td>3</td>
<td>$9,000</td>
<td>$14,000</td>
</tr>
<tr>
<td>AVMT 143*</td>
<td>Flight Operations</td>
<td>3</td>
<td>$3,000</td>
<td>N/A</td>
</tr>
<tr>
<td>AVMT 242</td>
<td>Instrument Pilot Rating</td>
<td>3</td>
<td>$8,000</td>
<td>$14,000</td>
</tr>
<tr>
<td>AVMT 247</td>
<td>Commercial Pilot Certification</td>
<td>3</td>
<td>$12,000</td>
<td>$18,000</td>
</tr>
</tbody>
</table>

*AVMT 143 is an introduction to flight operations course designed for students enrolled in the Air Traffic Control and Flight Management programs.

Training must be accomplished at a flight school approved by the college. Please see a list of approved flight schools on the next page or contact the Aviation Program Coordinator for details. Once a student registers for a flight training course, the lab fee is placed in a CCBC flight account for the student. The Flight Training Center will bill the college in increments of $2000, and will be paid by the college up to the amount of the lab fee. Unused money on account will be refunded to the student.

NOTES:

1. The lab fee may not be enough to complete the certificate or rating sought; sometimes the student may have to provide additional funding.

2. These courses do not guarantee a certificate or rating.

3. CCBC can custom tailor a flight training course to meet the student’s needs. For example, if a student is attending a more expensive flight school, the lab fee may be increased to accommodate this. The lab fee may be reduced for students who just need to finish up a certificate or rating.

4. For more information, please review the **CCBC Student Flight Training Handbook**.
What does it realistically cost?

### THE BOTTOM LINE

The estimated cost of the Flight Training Degree including flight training fees is itemized below:

<table>
<thead>
<tr>
<th>Course</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Academic Credits for AAS Degree</td>
<td>$7,000</td>
</tr>
<tr>
<td>AVMT 141 Private Pilot Certification Lab Fee</td>
<td>$9,000</td>
</tr>
<tr>
<td>AVMT 242 Instrument Pilot Rating Lab Fee</td>
<td>$9,000</td>
</tr>
<tr>
<td>AVMT 247 Commercial Pilot Certification</td>
<td>$12,000</td>
</tr>
</tbody>
</table>

**CCBC Flight Training Degree Total Costs:** $37,000

In order to be employable as a commercial pilot, you should plan and budget to complete the following:

*Add-ons:

- Commercial Mult-Engine Pilot: $6,000
- Certificated Flight Instructor: $3,000

**TOTAL COSTS:** $46,000

These costs based on Fall 2008 estimated prices.

* CCBC does not offer courses in Commercial Multi-Engine certification or Certificated Flight Instructor as these can easily be completed at numerous Flight Training Centers and are often part of most four-year aviation college curricula for juniors and seniors.
The CCBC Aviation Program serves Maryland and the Mid-Atlantic region. The following flight schools have been approved for CCBC students to complete their flight training. Flight Schools are listed in alphabetical order. Additional schools may be approved upon request.

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone Contact</th>
<th>Location</th>
<th>Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advanced Helicopter Concepts</td>
<td>301-694-5313</td>
<td>Frederick, MD</td>
<td>Frederick Municipal Airport</td>
</tr>
<tr>
<td>American Pilot Services</td>
<td>410-848-0060</td>
<td>Westminster, MD</td>
<td>Carroll County Regional Airport</td>
</tr>
<tr>
<td>Brett Aviation</td>
<td>410-391-0210</td>
<td>Essex, MD</td>
<td>Martin State Airport</td>
</tr>
<tr>
<td>Capitol Air</td>
<td>410-305-0975</td>
<td>Odenton, MD</td>
<td>Tipton Airport</td>
</tr>
<tr>
<td>Chesapeake Proflight</td>
<td>410-691-2790</td>
<td>Glen Burnie, MD</td>
<td>Baltimore-Washington Int’l</td>
</tr>
<tr>
<td>Eagle Air</td>
<td>301-797-2288</td>
<td>Hagerstown, MD</td>
<td>Hagerstown Regional Airport</td>
</tr>
<tr>
<td>Easton Aviation</td>
<td>410-822-8181</td>
<td>Easton, MD</td>
<td>Easton/Newnam Field</td>
</tr>
<tr>
<td>Frederick Flight Center</td>
<td>800-355-0620</td>
<td>Frederick, MD</td>
<td>Frederick Municipal Airport</td>
</tr>
<tr>
<td>Freeway Aviation</td>
<td>301-390-6424</td>
<td>Bowie, MD</td>
<td>Freeway Airport</td>
</tr>
<tr>
<td>Fort Meade Flying Activity</td>
<td>410-672-0080</td>
<td>Odenton, MD</td>
<td>Tipton Airport</td>
</tr>
<tr>
<td>Harford Air Services</td>
<td>410-836-2828</td>
<td>Churchville, MD</td>
<td>Harford County Airport</td>
</tr>
<tr>
<td>Montgomery Aviation</td>
<td>301-977-5200</td>
<td>Gaithersburg, MD</td>
<td>Montgomery County Airpark</td>
</tr>
<tr>
<td>Navy Annapolis Flight Center</td>
<td>410-956-8751</td>
<td>Annapolis, MD</td>
<td>Lee Airport</td>
</tr>
<tr>
<td>Phoenix Aviation</td>
<td>410-574-3897</td>
<td>Essex, MD</td>
<td>Martin State Airport</td>
</tr>
<tr>
<td>Raintree Aero</td>
<td>410-398-0234</td>
<td>Elkton, MD</td>
<td>Cecil County Airport</td>
</tr>
<tr>
<td>WestAir</td>
<td>410-876-7200</td>
<td>Westminster, MD</td>
<td>Carroll County Regional Airport</td>
</tr>
</tbody>
</table>

*Students may train under FAR part 61 or 141.*
Learning to fly is different than learning most skills. We recognize that getting started in flight training can be confusing and finding out exactly how to proceed can be frustrating. For this reason, we have compiled a list of articles and websites for you to visit in order to learn more about how flight training works. Please note that the costs mentioned in these articles may not reflect current prices.

Aircraft Owners & Pilots Association (AOPA)  www.aopa.org
   Learning to Fly Homepage
   Article - Getting Started on Flight Training: Everything You Need to Head Skyward
   Article - Choosing A Flight School

Be A Pilot Association  www.beapilot.com
   Interactive website for learning to fly

Credit for Pilot Certificates & Ratings

CCBC will award credit for pilot certificates and ratings earned at other flight training centers as follows:

Private Pilot – 6 credits;
   a. AVMT 141 Private Pilot Ground School (3 credits)
   b. AVMT 142 Private Pilot Certification (3 credits)

Instrument Rating – 7 credits;
   a. AVMT 241 Instrument Pilot Ground School (4 credits) ††
   b. AVMT 242 Instrument Pilot Rating (3 credits)

Commercial Pilot – 7 credits;
   a. AVMT 246 Commercial Pilot Ground School (4 credits) ††
   b. AVMT 247 Commercial Pilot Certification (3 credits)

†† Must be completed at an accredited aviation college and subject to the approval of the Aviation Program Coordinator
Since 1974, thousands of pilots in the Baltimore area have attended ground school courses at CCBC. Many have returned for refresher training. Ground school courses at CCBC are FAA approved and fully accredited. You'll earn college credits while completing your ground school training!

CCBC Ground Schools are open to anyone who has an interest in flight training or is taking lessons at another flight school. It is not necessary to be a degree-seeking aviation student in order to attend these courses. These courses can be taken on a credit or non-credit (audit) basis, however, the cost is the same.

The key to earning a pilot certificate or rating is learning how to operate an aircraft safely and pass the FAA Knowledge Exam. CCBC Pilot Ground Schools accomplish both of these objectives.

CCBC offers complete ground school training taught by instructors who have thousands of hours of actual flying and instructional experience. They will share their knowledge with you, providing real examples, not just reciting textbook lessons!

GROUND SCHOOL vs. TEST PREP COURSES

There are several types of ground schools available. Many ground schools are only designed to aid you in passing the FAA Knowledge Exam, and while they usually achieve this objective, there is much more that you need to know to become a safe and proficient pilot.

CCBC will teach you more than just how to pass the FAA Knowledge Exam! To be a competent pilot, you will need a complete understanding of FAA regulations, airspace, communications, weather, and flight operations procedures. Students learn in an environment utilizing multi-media equipment, online assignments and resources, and simulators. They further benefit from training scenarios and class discussions, where students share their experiences and help one another. CCBC Ground Schools integrate the FAA Instructional Training Standards (FITS) program.
PRIVATE PILOT GROUND SCHOOL

The private pilot ground school provides complete ground instruction required for the private pilot certificate. Students completing this course will have satisfactorily completed the FAA Private Pilot Aeronautical Knowledge requirements and will receive an endorsement to take the FAA Private Pilot Knowledge exam.

College course designator, description, and information for the **Private Pilot Ground School** is as follows:

**AVMT 141 - Private Pilot Ground School** covers aerodynamics, aircraft systems, flight theory, navigation, meteorology, safety, aircraft loading, weight & balance, aircraft performance, physiology, and private pilot maneuvers.

**OFFERED:**
1. During the Fall and Spring semesters there are 2 class sections:
   - One class meets Wednesday evenings, the other class is held Thursday evenings; 5:45 pm - 8:40 pm.
2. During the Summer there is one class section which meets Tuesday evenings 5:45 pm - 8:40 pm.

**CREDITS:** 3 credits (or students may audit course), 45 hours of classroom instruction

**COST:** Approx. $300.00 (textbooks additional $60.00)

INSTRUMENT PILOT GROUND SCHOOL

The instrument pilot ground school provides students with the aeronautical knowledge required by FAA regulations for the instrument rating. Students completing this course will receive an endorsement to take the FAA Instrument Pilot Knowledge Exam.

College course designator, description, and information for the **Instrument Pilot Ground School** is as follows:

**AVMT 241 - Instrument Pilot Ground School** includes flight by reference to instruments, the air route structure & air traffic control system, navigation systems, weather radar and thunderstorm avoidance equipment, IFR navigation, safety, regulations, meteorology, communications, flight physiology, and terminal operations.

**OFFERED:**
- Tuesday evenings during the Fall and Spring semesters, 5:45 pm - 9:15 pm.

**CREDITS:** 4 credits (or students may audit course), 60 hours of classroom instruction

**COST:** Approx. $400.00 (textbooks additional $60.00)
COMMERCIAL PILOT GROUND SCHOOL

The commercial pilot ground school provides students with the aeronautical knowledge required by FAA regulations for the commercial pilot certificate. Students completing this course will receive an endorsement to take the FAA commercial pilot written exam.

College course designator, description, and information for the Commercial Pilot Ground School is as follows:

**AVMT 246 - Commercial Pilot Ground School** studies advanced aerodynamics, advanced aircraft systems, operation of high performance aircraft, including multi-engine & turbine aircraft, flight physiology, safety, meteorology, commercial pilot regulations, commercial pilot maneuvers, and crew resource management (CRM).

**OFFERED:** Wednesday evenings during the Fall semester, 5:45 pm - 9:15 pm

**CREDITS:** 4 credits (or students may audit course), 60 hours of classroom instruction

**COST:** Approx. $400.00 (textbooks additional $ 60.00)

FAA TESTING CENTER

CCBC is an FAA-Approved Lasergrade Testing Center. All exams for pilots, flight instructors, and aviation mechanics, may be administered at our site. CCBC students and students at affiliated flight schools receive a 40% discount for exams. Exams are administered at a cost of $60.00 for CCBC students and affiliated Flight School students and $ 90.00 for others.

**Call 410-455-4157 to schedule an exam.**

FLIGHT SIMULATORS

The CCBC Aviation Department has FAA Approved simulators for use by students and instructors. This simulator may be used for instrument training, multi-engine training, and various types of transition training as 20 different aircraft panels may be displayed including Piper Archer, Arrow, Seneca & Seminole, Cessna 172, 182, Mooney M-20 series, Beechcraft Baron and King Air 200.

**Call 410-455-4157 to schedule.**