



## Berichi Aviation, LLC Pricing

The following are priced at a realistic average. All pricing is estimated, not guaranteed.

### Private Pilot

The FAA requires 35 hours flight time to obtain your PRIVATE PILOT CERTIFICATE. The national average is 65-68 hours.

PRIVATE PILOT CERTIFICATE: 30 days  
Online Learning Course: \$279  
Knowledge Test: \$165.00  
60 hours of flight instruction at \$55 per hour: \$3,300.00  
70 hours in C172SP G1000 at \$219/hr: \$15,330.00  
10 hours of ground school at \$55/hr: \$550.00  
7% Florida Sales tax on Aircraft: \$1,073.10  
Checkride (EXAMINER FEE applies to all checkrides): \$800  
School Materials: \$260.00

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**TOTAL = \$21,497.10**

(Does not include fuel) Estimated FUEL COST for 70 hours Flight Time (\$2,523.50)

*Student must complete Online Ground School Program prior to arrival to be eligible for 30-day program. Student must arrive with online learning course completed be able to commit to 7 day/week schedule. Part-time student's completion time vary based on frequency of flight and ability to complete written exam in a timely fashion.*

### Instrument Rating

INSTRUMENT RATING COURSE: 21 Days  
Online Learning Course: \$279  
Knowledge Test = \$165  
35 hours of flight instruction at \$55 per hour = \$1,925.00  
35 hours in C172SP G1000 at \$219/hr = \$7,665.00  
10 hours of ground school at \$55/hr= \$550.00  
7% Florida Sales tax on Aircraft: \$536.55  
Checkride (EXAMINER FEE applies to all checkrides): \$800.00

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**TOTAL = \$11,920.55**

\*Does not include fuel. Estimated FUEL COST (\$1,400)

*Student must complete Online Ground School Program prior to arrival to be eligible for 21-day program. Student must arrive with online learning course completed be able to commit to 7 day/week schedule. Part-time student's completion time vary based on frequency of flight and ability to complete written exam in a timely fashion.*

## **Commercial Pilot ASEL**

COMMERCIAL PILOT COURSE SINGLE ENGINE: 6 Weeks  
Online Learning Program - video based: \$279  
Knowledge Test: \$165  
55 hours of flight instruction at \$55 per hour: \$3,025.00  
55 hours in C172SP G1000 at \$219/hr: \$12,045.00  
35 hours of ground school @ \$55/hr: \$1,925.00  
7% Florida Sales tax on Aircraft: \$843.15  
Checkride (EXAMINER FEE applies to all checkrides): \$800.00

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**TOTAL = \$19,082.15**

\*Does not include fuel. Estimated FUEL COST (\$2,288)

*Student must complete Online Ground School Program prior to arrival to be eligible for this 6 week timeline. Student must arrive with online learning course completed be able to commit to 7 day/week schedule. Part-time student's completion time vary based on frequency of flight and ability to complete written exam in a timely fashion.*

## **Commercial Pilot AMEL ADD ON**

COMMERCIAL PILOT/PRIVATE PILOT MULTI ENGINE ADD-ON COURSE or Multi Engine Instructor  
Add-on- 10 DAYS 20 hours of multi-engine flight instruction at \$85.00 per hour: \$1,700.00  
20 hours in 2020 DA62 N671CB at \$699/hr (Does not include fuel)= \$13,980.00  
10 hours of ground school at \$85/hr= \$850.00  
7% Florida Sales tax on Aircraft: \$978.60  
Checkride (EXAMINER FEE applies to all checkrides): \$850.00

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**TOTAL = \$18,358.60**

\*Does not include fuel. If doing multi engine instructor rating, change instructional rate to \$95/hr. JET A Fuel Estimate Total (\$1,140)

## **INITIAL FLIGHT INSTRUCTOR CERTIFICATION COURSE - 30 DAYS**

Online Learning Course: \$364.00  
Knowledge Tests: \$330.00 each (two exams @ \$165 each)  
25 hours of flight instruction at \$95 per hour: \$2,375.00  
25 hours in C172SP G1000 at \$219/hr: \$5,475.00  
7% Florida Sales tax on Aircraft: \$383.25  
Checkride (estimated examiner fee): \$1,500.00  
46.7 hours of ground school at \$95/hr: \$4,436.50  
School Materials: \$260.00

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**TOTAL = \$15,123.50**

\*Does not include fuel. Estimated FUEL COST (\$1,160)

## FLIGHT INSTRUCTOR INSTRUMENT ADD-ON COURSE - 30 DAYS

Online Learning Course: \$279.00

Knowledge Tests: \$165.00

25 hours of flight instruction at \$95 per hour: \$2,375.00

25 hours in C172SP G1000 at \$219/hr: \$5,475.00

7% Florida Sales tax on Aircraft: \$383.25

Checkride (estimated examiner fee): \$850.00

25 hours of ground school at \$95/hr: \$2,375.00

School Materials: \$260.00

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**TOTAL = \$12,162.25**

\*Does not include fuel. Estimated FUEL COST (\$1,160)

*Student must complete Online King School Ground School Program and pass both CFI-A & FOI written exams prior to arrival for flight training to be eligible for 30 day program.*

*Student must arrive with online learning course completed be able to commit to 7 day/week schedule. Part-time student's completion time vary based on frequency of flight and ability to complete written exam in a timely fashion.*

*30 day CFI checkride sign off guaranteed if applicant shows up to all their reservations and arrives the first day with their CFIA and FOI written exams passed. Like all checkrides, applicant shall pay standard rental rate for commute to examiner in 7FL6 or KCGC if examiner is not available at KFXE.*

*\*Times are estimated. Students performance is the variable. Graduation and practical exam endorsement for all ratings is based on the students ability to meet ACS/PTS standards and requirements. **There is no hourly guaranteed sign-off or time frame guarantee.** Part of our training program **requires** all students to complete 1 UPRT session and/or 1 HP Endorsement session. This will be completed within the first two weeks of flight training and **is a mandatory training event.** Requests to postpone will not be entertained. Checkride will be scheduled once students meet the standards of ACS/PTS. Exceptions will be made in writing (exception to schedule checkride in advance in email).*

*Airline Transport Pilot is custom quoted based on applicant's prior experience and proficiency level. A diagnostic flight will be conducted to give a realistic timeline for the three aforementioned ratings.*

**Spin Endorsement in Extra 300L:** \$850.00 (all inclusive)

**High Performance Endorsement:** \$850.00 (all inclusive)

## UPRT

For UPRT (Upset Prevention Recovery Training), many pilots confuse unusual attitude training with aerobatic training. Like many pilot training issues, I think the confusion stems from the pilot's experience as a student. In pilot school, CFIs follow the standard training syllabus and teach recovery from attitudes as directed by FAA. Those "unusual" attitudes are comfortably inside the performance standards of GA aircraft - less than 30 degrees pitch and maximum bank of 60 degrees.

Those attitudes are truly mundane when compared to a nearly inverted nose low attitude resulting from a real life encounter with wake-turbulence.

The classic pilot school power off stall from level flight has absolutely no similarity to the accelerated stall and spin entry often associated with a base to final turn.

Following the pilot school experience, I think a pilot will come away with one of two self-assessments of his piloting skills:  
Based upon his comfort level and praise from a CFI (or DE), the pilot will think he is well prepared to encounter an unexpected stall or unfamiliar attitude.

Many pilots are uncomfortable performing the attitude recovery taught in pilot school and they will correctly acknowledge their need for more training.

*Updated June 1 2022*

In both cases, the pilot should seek proper unusual attitude training. In the first case, the pilot does not know what he does not know. In the second instance, the pilot needs to mitigate his discomfort with flying before it develops into a debilitating fear.

The full 10-hour course (8hrs flight time and 2 hours ground school) can be paid upfront for an all inclusive price of \$4,600.00. This is discounted \$400.00 from the hourly rate. If paying with credit card, fees apply.

Completion of the course will result in the following five endorsements/sign offs into your logbook:

1. High Performance Endorsement 61.31(f)
2. Spin 61.183(i)(1)
3. Spin 61.405(b)(1)(ii)
4. Berichi Aviation Upset Prevention Recovery Training (UPRT)
5. Eclipse Jet UPRT Sign off (Required for Type Rating in Eclipse Jet)

The aircraft we are using for this training is our 2006 Extra 300L N451EF. She is basically a new airplane. She has 680 hours on her TOTAL TIME, as of June of 2021. More pictures are on our website. We do not issue tailwheel endorsements in our Extra 300L, it is not a "touch and go trainer."

UPSET PREVENTION RECOVERY TRAINING (FULL COURSE) 8 Hours of Flight Time Extra 300L  
2 Hours of Ground School  
UPRT Endorsement  
2 Spin Endorsements  
Eclipse Jet Endorsement

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**Total: \$4,600.00**

## **For Aircraft Rentals**

We do not rent out our aircraft solo, except for the required 5 hours needed for Private Pilot (part 141), 10 hours for commercial (part 141), and checkrides (practical exams) for students enrolled at our school.

## Visas & Approvals

We are an FAA Part 141 Accredited and Approved Pilot School. We are VA Approved and accept the GI Bill and Vocational Rehab (Chap 31 & Chap 33). We are also approved with the Florida Department of Education which pays for 100% of flight training for disabled persons that can obtain an FAA Medical Certificate (as does VA Vocational Rehab). We do not issue M1 visas and/or I20's. We will most likely start grant Visas in 2022.

If the student is seeking an M1 Visa, we suggest applying to Broward College for a vocational program (i.e., an English Class), then applying to our school once already in the county as a supplement to the vocational course. TSA should accept the student for flight training if already attending a vocational certificate on an M1 visa. We cannot accept students on a B2 or B1 business/tourist visa entering the country with the **sole purpose of flight training.**

**CFR 1552.1 Allows a demonstration flight for marketing purposes with a TSA approval. This means the applicant may do one discovery flight prior to getting approval from TSA for Initial, IFR, or MEL training.**

*Updated June 1 2022*

## For Scheduling FAA Written Exams

<https://faa.psiexams.com/faa/login>

Create Account

Florida Coast to Coast Helicopters

9549435353

For your written exams, students must have two forms of photo ID. One of those ID's must show their physical address. If participating in our 30 day program, you must have all three sample tests passed and written test endorsement printed out, prior to starting flight training.

## Online Ground School

When ready to begin, I will send you an invoice for \$279 for the Kingschool video program. After completion, you will be able to print out an FAA endorsement to take your written exam. You will also receive a FREE CHECKRIDE PREP VIDEO COURSE, a \$99 value. It is imperative you start your online ground school prior to the start of your training. The academic knowledge will give you an understanding of what's going on when you fly and save you lots of time and money.

## Fleet

N671CB

2020 Diamond DA62 (Multi Engine)

7 seater Turbo AIR CONDITIONING/G1000 NXI/GFC 700 Autopilot/ADSB OUT/Synthetic Vision/XM Weather/XM Traffic/NEXRAD/ 7 Place Oxygen \$699/hr DRY

N656CB

2022 C172SP G1000 NXI; GFC-700 Autopilot; Electric Trim; AOA Indicator; ADSB IN AND OUT (Traffic

Awareness); Leather \$219/hr DRY

N637CB

2020 C172SP G1000 NXI; GFC-700 Autopilot; Electric Trim; AOA Indicator; ADSB IN AND OUT (Traffic Awareness); Leather \$219/hr DRY

N676CB

2021 C172SP G1000 NXI; Electric Trim; AOA Indicator; ADSB IN AND OUT (Traffic Awareness); Leather \$219/hr DRY

N654CB

2022 SR20 G1000 Perspective Plus; AIR CONDITIONING; \$350/hr DRY \* Cirrus Instruction in \$125/hr

N626CB

2008 C172SP G1000 N626CB; XM Weather/Radio/Nexrad; GFC-700 Autopilot; Synthetic Vision (Terrain Awareness System); Electric Trim; ADSB IN AND OUT; Leather \$219/hr DRY (In Overhaul, currently not available)

N451EF

Extra 300L; Garmin G5, smoke system, Garmin 430 WASS. \$850 flat fee per flight, \$884 if using card.

*Updated June 1 2022*

Uniforms \$210 (Three Polos (\$70 each), required for all students for all flights).  
If using credit card, 4% credit card fee applies.

*Prices subject to increase at any time.*

*All pricing above **does not** include fuel.*

*Estimates do not include flight time spent on checkrides, commutes to checkrides, or any remedial/additional training needed.*

*Updated June 1 2022*