



# INSTRUMENT FLIGHT RATING (IFR)

## OBTAINING YOUR INSTRUMENT FLIGHT RATING

Learning to fly in Instrument Meteorological Conditions (IMC) with a private licence can expand the use of your aircraft and your ability to fly to more destinations. You can choose to do a single engine (Group 3) instrument rating on a C-172 or a multi-engine (Group 1) instrument rating on a Piper Twin Comanche. The minimum requirements for the rating are 40 hours of instrument time (with a maximum of 20 hours done in a simulator) and 50 hours of cross-country pilot-in-command time.

Of the 40 hours instrument time, a minimum of 5 hours must be on the category of aircraft you wish the rating to cover; e.g., single engine, multi engine or helicopter. The cost of the rating will vary depending on the experience of the student and the aircraft type chosen for the rating.

[info@nearnorthaviation.com](mailto:info@nearnorthaviation.com)

### PARRY SOUND

97 Airport Road, Seguin ON P2A 2W8  
705.378.0981

### YORK

400 Stoney Creek Road York ON N0A 1R0  
905.679.5577

### MUSKOKA

1016 Sabre Lane Gravenhurst ON P1P 1R1  
705.378.0981

## ESTIMATED TRAINING COSTS

### Group 3 Single-Engine Instrument Flight Rating

*Note: Prices based on a standard Cessna 172, subject to change based on aircraft used*

Description	Hours	Rate/Hour	Total
Dual	40	\$262	\$10,480
Ground Briefing	10	75	750
Textbooks and IFR Seminars			700
Flight Test and Exam Fees			670
			<u>\$12,600</u>

## ESTIMATED TRAINING COSTS

### Group 1 Multi-Engine Instrument Flight Rating

*Note: Prices based on a standard Cessna 172 and Piper PA-30, subject to change based on aircraft used*

Description	Hours	Rate/Hour	Total
Dual - Cessna 172	30	\$262	\$7,860
Dual - Piper PA-30*	10	390	\$3,900
Ground Briefing	10	75	750
Textbooks and IFR Seminars			700
Flight Test and Exam Fees			770
			<u>\$13,980</u>

\*must already have multi-engine rating

*Note: The cost estimate shown is based on the minimum number of hours required and may actually be higher. The actual number of hours depends on many factors such as prior experience in small aeroplanes, frequency of training sessions, and learning pace.*

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