



欢迎选择七彩飞行



我们的优势：

- 1、本人就职于加拿大公立大学，熟悉加拿大各项法律，政策，掌握大量海外信息及教育资源，可帮助国内学生直接办理留学签证。
- 2、加拿大各大学院有密切联系与个人关系,可为学生联系到渴望拿到的大学offer。
- 3、加拿大海狸教育股份有限公司是在加拿大注册的联邦公司，可在加拿大各省市，及中国直接开展驻地方办事处，不需再办理任何留学教育资质。
- 4、本人即是飞行驾驶员，熟悉飞行及相关行业。
- 5、学生在学习飞行驾驶执照的同时，可帮助学生再获得一个2年公立大学文凭，或MBA硕士文凭（不浪费时间）。
- 6、费用在业内维持较低，利于招生。
- 7、可提供学员住宿及伙食，协助就业及签约航空公司。

飞行基地及学院

初选基地1.Toronto Airway 加拿大安大略省较早的飞行学院，建校60多年。基地有飞机1百余架，设有教练机、单、双螺旋桨、单发、双发，机型覆盖所有国际常规，最领先的机型。有飞行训练转场基地2-3个。

模拟驾驶舱有6个，适用于各种飞行模式。

飞行教官全职，兼职50余人。

颁发私人驾照、商业驾照，国际认可

私人飞行执照

- 年龄不低于17周岁
- 通过体检（过加拿大留学体检基本可以达到要求，比国内要求较低）
- 地面、仪表40小时
- 笔试60分
- 飞行积累45小时
- 通过飞行测试

Requirements

- Minimum age 17 to hold the license
- Medical Category 3 Aviation Medical
- Ground School minimum 40 hours
- Written exam with a pass mark of 60%
- Total flying time 45 hours , (5 may be in our Simulator)
- Practical flight test

商照飞行执照

商飞执照在北美被全部认可，考取后可在加拿大，美国找工作，如回中国，只需进行一次考核测试。

商飞执照必须在学员获得私人飞行执照后才可获得，在私飞执照的基础上将再增加特殊训练科目及至少200个飞行小时。一般在此基础上，在国内就业的中国籍学员可以直接装备上 B 7 3 7 和空客 A 3 2 0 .

Become a Commercial Pilot

Consolidate your skills and experience with this structured training program. Many pilots take this course just to add to their personal development, even though they do not intend to fly for a living.

But if you do intend to fly for a living, a commercial pilot license is the ticket that allows you to charge money for your flying services.

You may fly 10 hours of the required dual time in our simulator.

The total on-course training time for this license is 65 hours. But be sure to notice (see requirements below) that to hold this license you must have accumulated 200 hours flying time, including 100 hours Pilot In Command.

You can pay as you go for your commercial pilot license course.

Requirements

- Minimum age 18 to hold the license
- Total flying time 200 hours including 100 Pilot in Command
- Private Pilot License
- Medical Category 1
- Ground school instruction minimum 40 hours
- Written exam with a pass mark of 60%
- Total flying time 200 hours
- Practical flight test

留学生须知

After Graduation (毕业后工作)

Working in Canada 毕业后在加拿大工作

Students frequently ask if they can work in Canada while taking their courses. The flight training program at our institution is very demanding. Students will not be able to keep up with the rigorous pace of flight training if they need to work to meet the financial demands of the program. Furthermore, it is unlikely that international students will be permitted to work outside of the flight school. Toronto Airways does not have any job positions available to international students except for those who complete the Instructor rating course. For those students who complete all their flight training at our facility including the Instructor Rating, Toronto Airways will provide a job interview for an instructor position. We do not guarantee a job. If the student has shown the proper attitude throughout their training and meets our skill requirement for an instructor position then we will consider them for employment. Toronto Airways gives first priority to our loyal students before other candidates are considered. International students are permitted to work as instructors in Canada per Citizenship and Immigration Canada operations memorandum IP98-17, OP98-36, PE98-32 dated December 22, 1998.

Upon returning home international students will need to convert their Canadian License to the License of their country. The pilot License obtained in Canada allows the holder to fly a Canadian registered aircraft in Canada, the USA and other countries of the world. To fly an aircraft registered in a foreign country the pilot must hold the pilot License of that country. To convert the License most member countries of the International Civil Aviation Organization (ICAO) require the person to prove skill and knowledge. This means they must do the written exam and the flight test for the License they are converting.

Licence Conversion

Many individuals who currently hold a licence ask about licence conversion. Generally converting an existing licence to that of another country is a simple matter of proving skill and knowledge.

In Canada applicants who hold a foreign licence must complete the following steps to convert their licences:

1. Obtain a Canadian Aviation Medical
2. Complete the PSTAR (pre-solo written test)
3. Complete the Transport Canada written exam for the licence/rating they wish to convert
4. Complete the associated flight test for the licence/rating
5. Pay the licencing fee to Transport Canada to obtain their Licence Booklet

Career Paths in Aviation

Upon graduation from most professional flight training courses you will have just over 200 flight hours of experience. In most countries, this amount of flight time is insufficient to obtain a flying position with an airline. The path to the airlines differs depending on what country you are from. In China, for instance, our graduates go home, convert their Canadian licenses and then complete some extensive simulator training on the A320 or Boeing 737 and then begin work for the airline. In Canada pilots require 3,000-5,000 hours before being hired by one of the major airlines. Therefore upon graduation most students obtain an instructor rating and teach others to fly for 1-2 years before moving on to charter companies. They will work for the charter company for another couple of years before gaining enough flight experience to finally be hired by an airline.

Jet Training

We have also just added a Jet Transition course for those students who may wish to differentiate themselves from graduates of normal programs for that up and coming airline position. This program prepares the students for the flying they will encounter in an airline environment. It gives them the training they need to be type rating ready to fly a Jet Transport style aircraft. It further provides extensive training in two crew environments and operational insights into jet aircraft. This program helps bridge the gap between having a CPL Multi-IR and working in the airline industry. After completing this course you are more capable to handle the demands placed upon you in your first co-pilot position. This program is optional and the cost is not included in the cost spreadsheet for the normal CPL Multi-IFR program. The Integrated ATPL program provides this same advanced training with the exception that the advanced simulator used is a turbo prop King Air 90 with six axis motion.

Comparing Flight Schools

Another point to note is the fact that we have tried to include all costs for the training, even fees not paid directly to our flight school but to other parties. Transport Canada written exam fees and flight test fees are examples of costs you will incur in your training but are not really a part of what we provide. We have included them in the total cost so that you can budget for your training. Be careful when comparing course fees from other flight schools as they may not include these types of items. Another way to conceal the cost of training is the use of a fuel surcharge. We do NOT have a fuel surcharge. Our rates are as indicated. Some flight schools may show lower hourly rates but use a fuel surcharge to hide the actual cost. Please note that the costs quoted are the minimum costs for the training. Students learn at different rates and so flight training costs can be more than indicated depending on the amount of effort put into independent study and student ability.

我们的机场Buttonville Airport (主训练基地-真实图片)



此飞行项目，我方与飞机基地关系密切，可提供2-3名中国籍教师及飞行教官跟踪辅导，可提供国外食宿。

飞行培训参考价格（签约价格，以人民币报价）：

- 1、私照 20 万 8-12个月
- 2、私照 +MBA(2年学制学院) 40 万 18-24个月
- 3、商照 50万
- 4、商照 + MBA(或2年学制大学学院) 70万

（如学员不适合学习飞行，可转入公立大学学习，公立大学2年制项目25万人民币）

优势，毕业后可在当地就业，移民。我公司全部免费协助办理。