

# Pilot

CAREERS – FLYING FOR FUN – LICENCES & RATINGS

January 2005



**Australian Government**  
**Civil Aviation Safety Authority**

# Pilot

A guide to:  
Careers  
Recreational flying  
Licences and ratings  
Training organisations



**Australian Government**  
**Civil Aviation Safety Authority**

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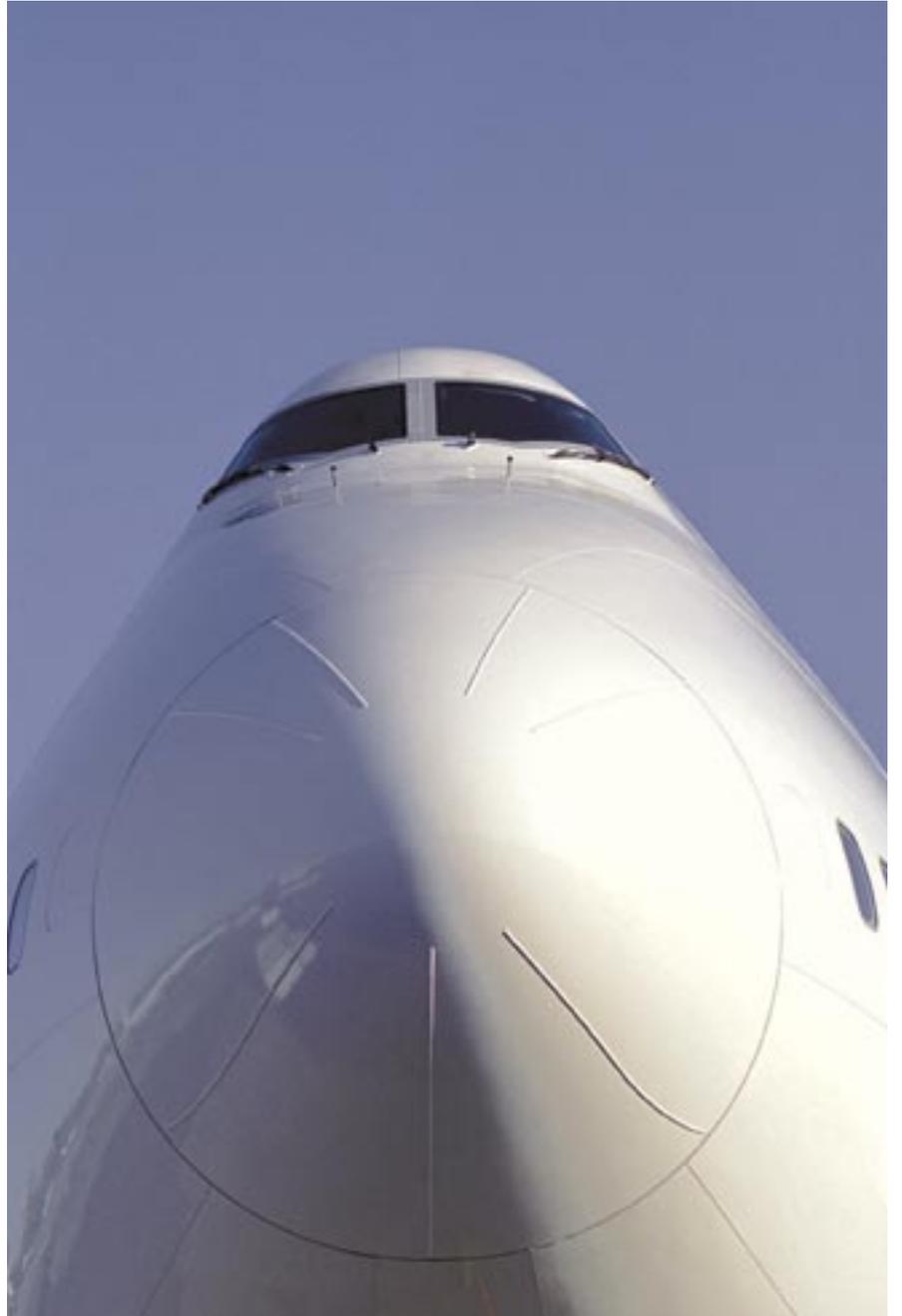
CASA sets safety standards and ensures these are met through effective entry, compliance and enforcement strategies. Additionally, CASA provides regulatory services to industry, and plays a part in safety education for the aviation community. CASA also administers exams and issues licences for Australian pilots.

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## Recreational flying

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Learning to fly is a personal challenge that offers a chance to do something really different.

The process can teach you as much about yourself and your skills as about flying an aircraft. You will develop improved self-discipline and self-analysis as you learn to safely operate these machines.

You can learn to fly in as little as a few months with weekly sessions at your local flying school. It's not much more difficult than learning to drive a car.

Your local flying school can give you an idea of the costs.

## A career in aviation

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Previous estimates of future demand for airline crews were that 300,000–500,000 pilots would need to be recruited worldwide over the next twenty years to meet the demand generated by projected fleet growth. The flight training industry was gearing itself for that market. Despite world events such as terrorism and SARS the future outlook for airlines and for pilots seeking a flying career is bright.

There are also opportunities to pursue careers in regional airlines, in agriculture and in flying training.



## GETTING STARTED

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introduction





## Flying for fun

Learning to fly is not as hard as you might think.

In fact, each year many people of all ages and from all walks of life learn to fly. You can start learning at any age, though you must be 16 years old to obtain a student pilot's licence (SPL), and 17 to obtain a private pilot's licence (PPL).

It's a thrill and a challenge. To fly an aircraft ably and safely is a huge achievement, and it is a safe and cost-effective way to travel.

You can learn to fly right now. Most people's first taste of flying is a trial flight at their local aeroclub or flying school. During a 20-30 minute trial flight, you will sit in the pilot's seat and manipulate the controls. Your flight instructor will be in command of the aircraft and begin to teach you to fly during that first lesson. You don't need to know anything about flying to take a trial flight. Throughout your training you will not be asked to try anything you are not ready for.

There is no need to own an aircraft. There are many aeroclubs and flying schools around Australia that rent aircraft and charge a fee for instruction. Some schools focus on professional training, while others have a recreational focus in a club atmosphere.

It is a good idea to shop around and choose the flying school that best meets your needs.

Most people who learn to fly are content with achieving the PPL, which permits them to fly themselves and non-paying passengers virtually anywhere they want.

Many pilots fly for the sheer joy of flying, while others fly because it is an independent, fast and convenient form of transportation. Instead of driving, or being tied down to public transportation schedules, they fly on business, for holidays, or just for fun.

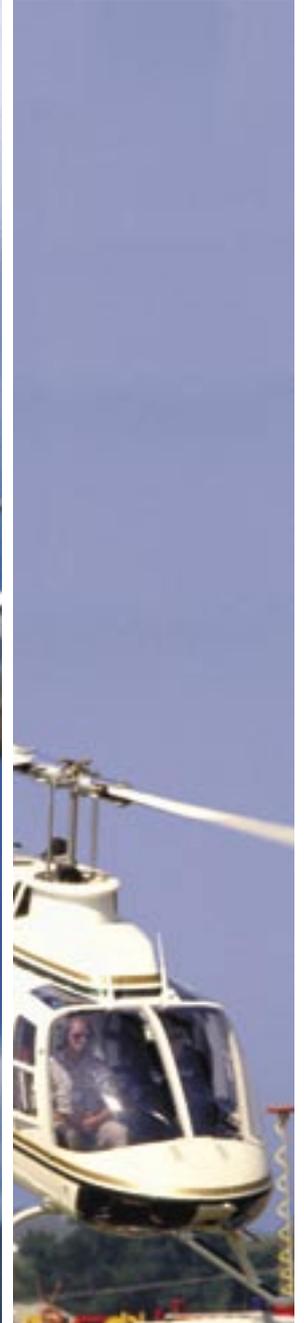
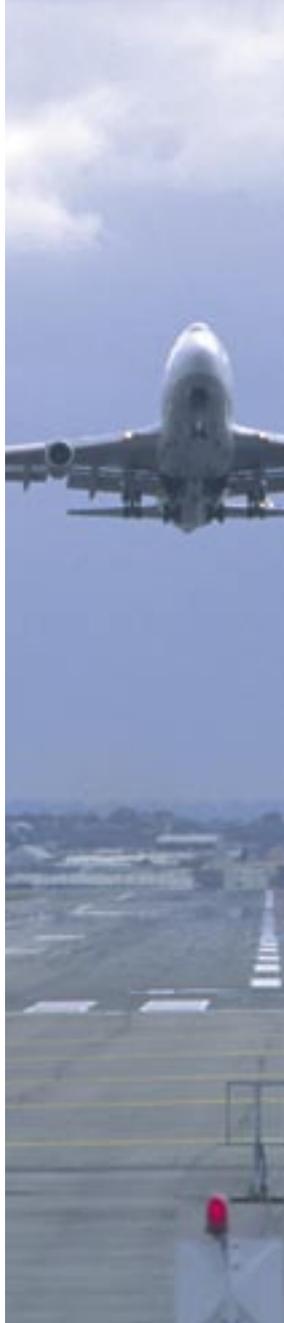




## GETTING STARTED

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introduction





## Launch your career

Flying is one of the most exciting and rewarding careers there is. From fish spotting in the Gulf of Carpentaria, to helicopter mustering, to flying some of the world's most expensive and advanced machinery halfway around the world, a career in aviation can offer constant challenges, excitement and job satisfaction.

Flying is extremely competitive – only a small number of participants will become airline captains or co-pilots. Approximately one-third of commercial pilots continue to maintain their license and only a small number of these are employed as pilots. Over 14,000 commercial pilots in Australia are not currently employed as pilots.

Most professional pilots begin their careers as junior instructors or charter pilots flying single-engine aircraft in regional areas. As they gain more experience and qualifications, they have the chance to fly larger, more advanced aircraft.

Once airborne, there are many career paths available: commanding large jets with international or domestic airlines; flying high-performance aircraft with the military; or operating corporate business jets. These are just some of the possibilities. For helicopter pilots the options are equally varied.

The diagram overleaf shows some of the career paths in Australian aviation.

Anyone with average good health, eyesight and hearing should be able to meet the medical standard required to become a commercial pilot. Typically, an educational background in English, maths and physics will help.

The skills demanded of a professional pilot include not only the ability to physically control the aircraft but also to make correct decisions in complex situations where time is a critical factor.

Prospective commercial pilots should not expect to walk straight into a lucrative position. The long-term rewards of a flying career are there, but only for those with the determination and commitment to overcome the initial obstacles. In addition, pilots must take ultimate responsibility for the safety of all those who fly with them.

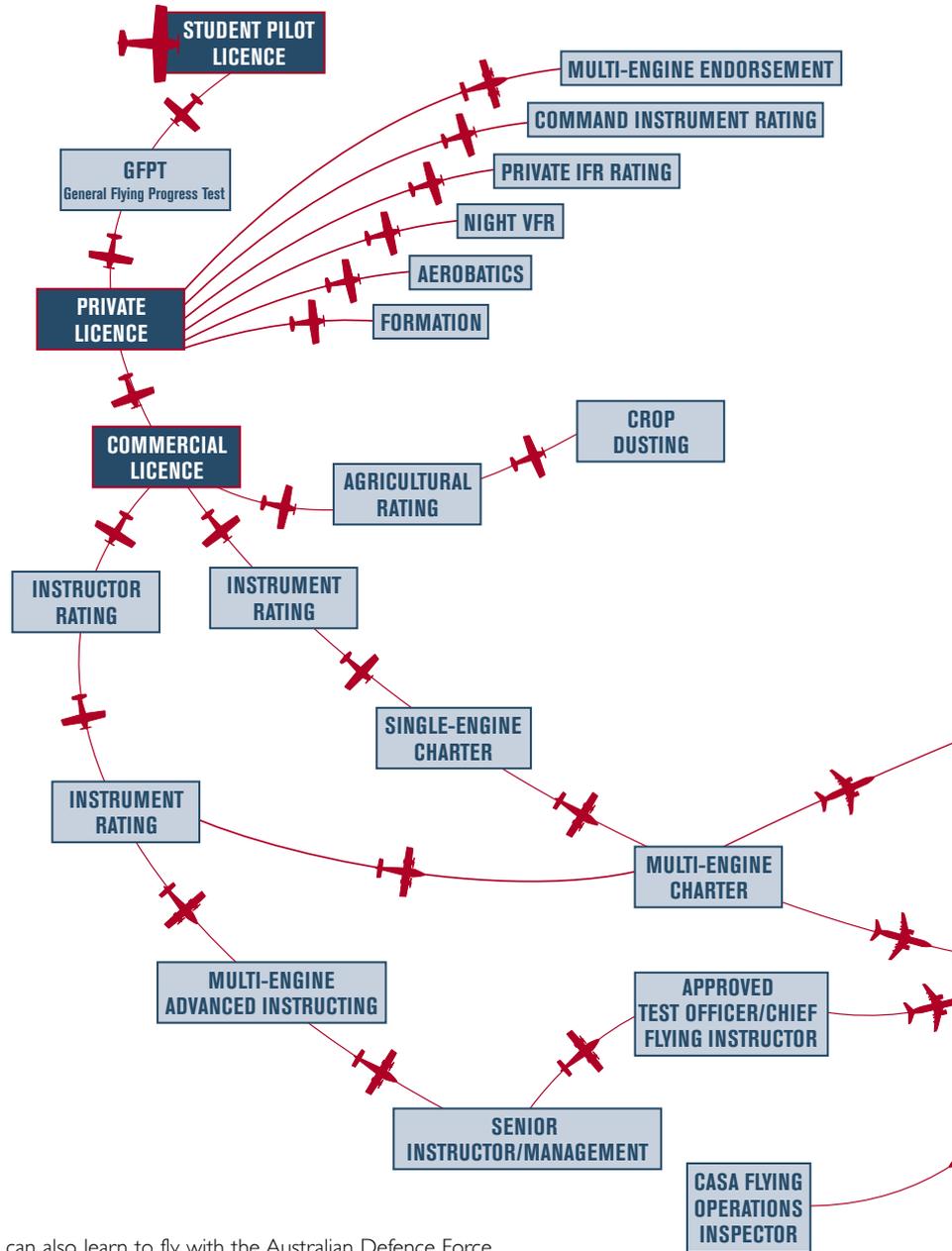
To obtain a commercial pilot's licence (CPL) you must pass comprehensive theory exams and a flight test, which is completed after a minimum of 150 hours flight training (105 hours in the case of helicopters). There are several ways to achieve this, including full-time and part-time training, a Bachelor of Aviation degree, or a cadetship with a major airline.

This booklet will help you decide which option is best for you. However, it is important to do as much research as possible. Visit as many flying schools as you can, talk to people in the industry and weigh up your choices before making any final decision.

Though the amount of training required can appear daunting at first, remember that your goal is achievable, provided you have the dedication necessary to pursue your love of flying.

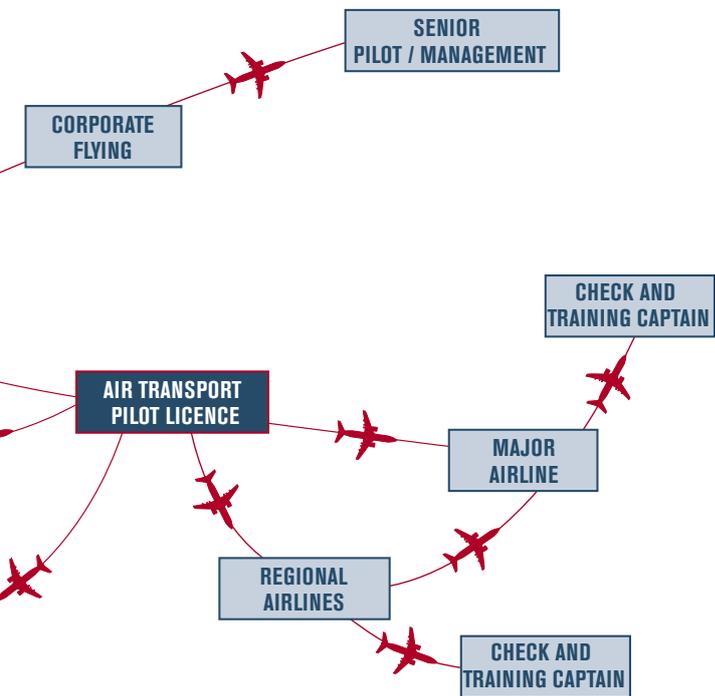


## CAREER PATHS



You can also learn to fly with the Australian Defence Force.  
Contact Defence Force Recruiting on 131 901

## CAREER PATHS





Naomi Radke and Craig Baker are a unique combination – a married couple who captain Boeing 737s for Virgin Blue. Both are second-generation aviators, with fathers who flew for major Australian airlines. Naomi and Craig were bitten early by the aviation bug and obtained pilot's licences in their teens. Naomi recalls being driven to flying lessons by her mother because, at 16, she was too young to have a driver's licence!

Ansett's first female airline pilot, Debbie Wardley, who was in the news when Naomi was "at an impressionable age", was a particular influence. "I thought about her when I wanted to become a pilot – she helped me discover that girls could do that too," Naomi said.

Her father made sure she knew the importance of continuing with maths and science through to Year 12 if she wanted to join an airline. When she finished school, Naomi went to Brisbane and did her commercial training at the Royal Queensland Aero Club – a full-time course of solid theory and flying. She also did her instrument rating and then instructor rating because she thought it might help her get a job later on, and that proved to be an excellent decision.

After a stint towing gliders for the Gliding Club of Victoria, Naomi headed to NSW and dropped in on aviation businesses until she got a job in Wagga, where her instructor rating came in handy. She worked as an instructor but helped out with anything – including washing aeroplanes.

"Through that company I went into bank runs and got on to the twin engines. The company also had supplementary airline runs and I got to fly the bigger twins – the Chieftains, the Cessna 310 – which got me good hours," Naomi said.

She then moved to Broome to be with Craig, who was working with Coastwatch, and eventually got charter and instructor work up there.

"During this time I'd been applying to airlines everywhere and just kept updating my resume when I'd got enough hours to make it worthwhile," Naomi said.

Finally she achieved a job with Ansett flying the Fokker 50 before moving to the 737. When she moved to Virgin Blue, her 737 hours meant she was swiftly promoted from First Officer to Captain. "That's what you're aiming at," she said. "You want to be in command of the aeroplane and it's where I'm happy to be!"

Craig's first aviation memories are of being flown by his father in a Fokker Friendship. He got his student pilot's licence at 16, gained a private licence through Coldstream Flying School and then went to Moorabbin to do his night VFR and commercial and instructor ratings. Craig instructed at Coldstream for 12 months and as soon as he got an instrument rating, he started sending applications out to airlines. When he was 22 he took a job with Ansett. Unfortunately that was in early 1989, just a few months before the pilots' dispute erupted. "Having been recruited by Ansett and employed by one of its subsidiary airlines, it took me another six years to get back into mainline Ansett," he recalled.

In the meantime, Craig flew at Broken Hill, moved to Perth to fly with Sky West as a First Officer, came back to Sydney to work for the NSW Air Ambulance and then up to Broome to fly for Coastwatch. "I got the opportunity to fly a lot of good aeroplanes and gained a lot of valuable experience that helped along the way," he said.



**"It's not something you can just start off, get halfway through and decide it's too hard."**

Finally Craig came back to Ansett and flew with the airline until its collapse. A new job captaining 737s for Virgin Blue beckoned, and Craig and Naomi are now located in Brisbane, Virgin Blue's national headquarters.

Both Craig and Naomi emphasise the importance of hard work and dedication for would-be airline pilots. "It's not something you can just start off, get halfway through and decide it's too hard," Craig said. "You've got to be committed to it from the start. There's a lot of money involved."

Craig suggests getting the theory subjects out of the way as early as possible in a flying

career. "If you do get your commercial licence and go up north to fly, you end up working long hours and you don't get the time to go back and study again."

Naomi points to perseverance as the key to success.

"There are times when you think you are getting nowhere and other people are getting ahead in aviation and you're not, but eventually you do get somewhere," she said. "Everyone has a different run through aviation. If you love it enough, you put up with anything just to get to where you want to go."



## CAREER PROFILES

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the international airline pilot

After 20 years in aviation, 42-year-old Qantas captain Stewart Roche is in the enviable position of commanding Boeing 767s on international routes for one of the world's best airlines. It's lucrative work, but for Stewart the money is only part of the appeal. "It's very important that you enjoy the flying," he explains, "that you're not just doing it because you think it sounds like a good job. That's one of the great things about it, you never really go to work cranky about having to go. It's always a pleasure."

A childhood interest in mechanics first drew Stewart's attention to aircraft. He took a few joy flights during the following years, but it wasn't until he was 22 that he gained his student pilot's licence, which is unusually late.

Though military training would've been a far cheaper route, Stewart always envisioned a career in commercial aviation, which meant paying for it himself. "When I went through there was no cadet course. It's not very lucrative early on, so part-time I drove a taxi cab and packed shelves."

Like many, Stewart's passion for flying took priority over any financial difficulties, "Spending the money, you should be pretty confident in yourself. When you spend so much you must continue. It's like a gambler who's had a bad day at the races, you spend so much you don't dare leave!"

After attaining his commercial pilot's licence, Stewart went on to work as an instructor and charter pilot in Bankstown. While he built up his hours, he began writing letters to the airlines and was finally granted an interview.

"It all happened very quickly. With Qantas I progressed to stage two, a 747 simulator check and a flight test in a light aircraft. From

there I was placed on something called active hold, which is where they say, 'You've met the requirements but we don't need anyone.' So that was almost like getting the nod."

After three months of waiting, Stewart finally received a phone call, and immediately leapt at the chance. Eleven years later, he's still with Qantas and loving it. "As a young pilot you don't get to pick and choose between the airlines," he explains. "Although Qantas would've been my preference, had any of the airlines rung, I would've been straight in to get the uniform. It's a big decision, because you're basically stuck there for life. To change to another airline is a very difficult thing to do, because you go back to the bottom of the seniority list."

As a captain, Stewart explains the three things that must constantly be addressed while in command: the safety of the aircraft, the comfort of the passengers and crew, and the airline's schedule and efficiency. Before departure, the captain also plans the flight details, analyses weather patterns or changes to airport services, factors in waiting time or course deviations for the amount of fuel required, and analyses the condition of the aeroplane. If a captain is not satisfied that the aircraft is safe, they have the authority to cancel the flight.

"There's also the consideration of something occurring on the runway where you might have to reject the take-off, or an engine failure, or some sort of problem once we become airborne. Because it happens so infrequently, you have to consider that every departure you have is going to be the one."

The pre-departure briefing amongst the crew



**"You never really go to work cranky about having to go.**

**It's always a pleasure."**

covers all these possibilities. While there are many factors to consider, Stewart explains that much of it is routine procedure, albeit rigidly enforced. "Because we travel with so many crews – there's 2100 of them – you may not see the same first officer again for five years, if ever. So it's important to have a standard operating procedure. Everything we do is exactly the same, so if my first officer flies with a different captain next week, they'll do exactly the same things. Qantas is very strict in this respect."

When asked to offer advice to prospective pilots, Stewart gets right to the point.

"Pick your subjects at school carefully. You need to do mathematics and physics. That's

mandatory for entry." But more than anything else, students need to get out and fly. "See whether you like it," he says.

If you do decide to continue, Stewart stresses the importance of maintaining a professional standard of behaviour, even as a student.

"You'd be surprised what a closed shop aviation is. You can have an incident in Perth and the people in Sydney will know about it when you come up for your interview. So all the way through as you progress towards your interview with the airline, you're being watched at all times."



## CAREER PROFILES

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One of the most enduring images of aviation in the public mind is the rescue helicopter – airlifting car accident victims, rescuing injured climbers or plucking sailors from raging seas.

These essential services are on call day and night, staffed by the dedicated professionals of the many police air wings, navy, army, and the many aero-medical services (AMS) across the country.

October 2000 saw the opening of Australia's newest AMS group, the Tasmanian Police Rescue Helicopter, based in Hobart. Pilot Allana Arnot, a 35-year-old Sydney native, is an integral part of the service and one very gutsy, hard-working woman.

The story of Allana's career is an inspiration to anyone, and a testament to the passion many people have for their life in aviation, though it was a chance encounter with flying that first drew her in.

"The whole family pitched in to buy my mum an unusual birthday present, a hot air balloon flight. I got to take part, and knew that I wanted to be a part of flying," she recalls.

Quitting her job as a legal secretary that week, Allana found a job with a ballooning business and began her pilot training. A fixed-wing licence followed, and she continued to fly over the next few years until a day in December 1990 changed her life forever.

Allana was part of a group of pilots who had volunteered to help search for a missing plane near the Blue Mountains. During the search, the engine in their Cessna 210 failed and they crashed into bushland near Lake Burragorang. Search and rescue personnel pulled Allana from the wreckage, while the four others on board had died. Because of her extensive spinal injuries, there were doubts

Allana would ever walk again. With courage and perseverance however, she dedicated herself to getting out of her wheelchair, and eventually back into the air.

"I still walk with calipers, and had difficulty with handling the toe brakes on most fixed wing aircraft. Then I had a chance to fly in a helicopter, and realised that would be the way to continue flying."

Though it took a lot for Allana to bring herself to fly again, the urge was too strong to resist. She did the training, gained a commercial rotor licence and later bought a Robinson R22.

Throughout this period, a dream had been forming in Allana's mind, and in 1997 – seven years after her accident – she became the first woman to complete a solo helicopter flight around Australia.

Allana's first-hand experience of search and rescue operations had also planted the seed for another goal. Both her and her partner, Roger Corbin, have witnessed the dedication the people involved bring to their work, and together they set about forming the Tasmanian Police Rescue Helicopter.

Since start-up, their BK-117 helicopter has racked up a number of rescues and medical evacuations, for which it is perfectly equipped. It is fitted with long range fuel tanks, Night Sun and winch. It is also fully night and IFR capable.

One of the first rescues was of a 13-year-old girl who had become trapped during some whitewater rafting. Another was a night evacuation from one of the offshore islands of a woman who was suffering from respiratory problems.

"It's an honour to be given this opportunity in Tasmania," Allana says. "To know we've made a difference in the lives of ordinary people



**"The people who work in this industry bring a real passion and dedication to their task – saving lives."**

makes us feel pretty good. Be it rescues, medi-vacating the sick or just being there as a reassuring presence, this new service has made an incredible impact on the community."

"Though the role of a search and rescue pilot can be easily glamorised in the media, the people who work in this industry bring a real passion and dedication to their task – saving lives. That said, they're also ordinary people.

"Anything is possible. You should do it for the love of flying, and that will help you overcome any obstacles. It's a really long road and it is hard work, but those people who do it, do it with such passion and that's why they get involved. They just get hooked.

"It's probably going to be the most expensive and difficult road, but it will be the most rewarding.



## CAREER PROFILES

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In his mid-20s, Craig Marshall became the chief flying instructor at Bankstown's Australian Flying Training School (AFTS). It was a job that put him in control of a wide range of aircraft, including the Tomahawk, Tobago, Trinidad, Duchess, Airtourer and Grob T-Bird. It was also Craig's responsibility to introduce people to the joys and responsibilities of aviation. "Most people who come back with me have a smile, and that's my job," he said.

As the son of a flight instructor, Craig grew up surrounded by aviation. "I always wanted to fly, and started at age 15, going solo the following year," Craig recalls, suggesting that starting young is a definite advantage.

"The younger the better, especially if you want to fly with the airlines. Young people seem to pick it up a bit quicker and easier. When I was doing it, I could only do three hours until I was 16. Now the requirements have changed. So starting at 14 or 15 is a good age."

By the time Craig had completed high school he'd already accumulated more than 20 solo hours, and was ready to go to the next stage. "Once I finished school I was studying full-time to complete my instructor ratings, and working a weekend job to pay the bills.

"I worked really hard to make sure that I could get to where I am now," he says, and he quickly ascended from a grade 3 junior instructor rating, to the grade 3 senior, grade 2 and grade 1, all within three years. Finally, in 2000 Craig stepped into the role of chief flying instructor at AFTS, which he described at the time as "the culmination of what I had been working for since I learned to fly."

The introduction to piloting Craig gives to most students is the trial instructional flight, a 30-minute trip during which the instructor will handle the take-off, then let the student

take control for 10 to 15 minutes before the instructor lands the aircraft. It's a good opportunity for people to decide whether or not they wish to continue.

Craig stresses that all the instructional aircraft have dual controls, and that the instructor has control of the aircraft at all times. "The whole idea is to catch the student before they make any mistakes," he explains. "That's what being a good flight instructor is all about."

The workload and the costs involved with learning to fly can seem daunting to the beginner Craig notes. "It's a bit like a sport that you love. You'll always work hard at something if you know at the end you're going to do well out of it and you enjoy what you're doing."

When searching for a flying school, Craig says that you should not base your choice solely on price, but look for a school that provides a full plan of training. This would include pre and post flight briefings and assistance with theory training.

"Price is a factor in what people pick, but the cheapest may not always be the best," he says. Finally, people should also look for a well-established school that has a good reputation in the industry, particularly with the bigger airlines.

Of course, finding a good school is only the beginning. "Work hard, and don't lose sight of the small goals in order to get to the bigger goals," says Craig. "It's a very rewarding career, and even as a hobby there's nothing better than taking your own aeroplane away with your family.

"I love what I do. Sitting in the pilot's seat has to be the best office job in the world, and I get paid to do it."

Craig now works in a senior role for another New South Wales flying school.



**"It's a very rewarding career, and even as a hobby there's nothing better than taking your own aeroplane away with your family."**



## CAREER PROFILES

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the d'fighter pilot

**T**he Royal Australian Air Force's Williamtown base near Newcastle is home to three squadrons of F/A-18 Hornets, perhaps every pilot's idea of a dream machine to fly. One pilot who is living that dream is Flight Lieutenant Kirby Glass.

Now in his early 30s, Kirby has been flying for over 15 years. Five of those years have been in the seat of a Hornet, flying faster than the speed of sound. Kirby has been a part of Australia's frontline of defence, but his job has also taken him to the United States, where he is currently serving on an exchange program with the US Navy flying F/A-18s as an instructor pilot.

It's a long way from the country town in Western Australia where Kirby grew up, watching the airliners soar overhead.

"I fully understand what kids away from cities and air force bases go through careerwise. You just don't have the realisation that it's possible to get those kinds of jobs, and the information isn't readily available. But as I got into my teenage years I discovered that I could do it."

The increased responsibility and high-performance aircraft associated with military flying instantly appealed to Kirby, along with the fact that the air force pays its pilots to learn.

Kirby started flying at 15, achieving his private pilots licence (PPL) at 18. He then accumulated 140 hours on a Cessna 172, Cessna 152 and a Chipmunk, earning his aerobatic and formation endorsements soon after. While having his PPL was a factor in his eventual acceptance by the air force, Kirby makes it clear it is by no means essential.

"When you get to the pilot's course the instructors start at the basics. Some of it you may have already learned, but you have

to learn the military way of doing things. Flying experience is good because it will demonstrate that you're keen and help develop your air sense. My recommendation would be that you should at least go to solo, and if you could do some aerobatics that would help."

Despite his enthusiasm, Kirby's first application to the air force was rejected. He puts this down to a lack of knowledge and research on his part.

"You'll need more than a booklet from a recruiting centre before you make up your mind. I would recommend as much interaction as possible with people either in the military, or places like the Avalon Airshow where you can actually see the aircraft, meet the pilots and get the real nuts-and-bolts information. If you talk to pilots who have been through the process they can steer you in the right direction."

Once he was accepted, Kirby did his basic training at Victoria's RAAF Point Cook, then transferred to RAAF Pearce in WA. There he first flew the Pilatus PC-9 turboprop trainer (210 hours) before moving on to the Macchi jet trainer. A posting to RAAF Williamtown followed, with more time on the Macchi, and then the Hornet course, comprising 40 hours on a simulator and 90 in the aircraft.

"The Hornet is actually a very easy aircraft to fly. I find it easier to land than the Cessna 172 I learned to fly in. The hard part is processing all the information whilst operating the aircraft. You need to be able to fly the aircraft in formation, whilst operating the radar and other onboard systems, and listen and talk on the radio."

"All of this is required so that you can get into a position where you can shoot another aircraft, or release weapons on a ground



**"To become proficient in tactical flying is quite hard,  
but the jet itself is a fantastic thing to fly."**

target, without being shot down yourself. To become proficient in tactical flying is quite difficult, and very challenging, but the jet itself is a fantastic thing to fly. I love it."

While there are currently no female fighter pilots, the air force has no restrictions on who can apply, beyond a fairly strict set of medical requirements. Epileptics, diabetics, asthmatics, or people with glasses are not accepted, although if your eyes start deteriorating after you've commenced

training, you may continue with glasses. Kirby stresses that while there is a lot to learn, it's not impossible. Motivation and refusing to take no for an answer are essential, and this determination is what the air force looks for when recruiting.

"Put the effort in, always believe in yourself, and keep focused on your final goal. Believe me, it's definitely worth the effort. If you get the bug after doing a couple of flights, then



## LICENCES & RATINGS

### Educational prerequisites

There are no formal educational qualifications needed to train as a private pilot. Many pilots who fly for recreational purposes have little formal education.

The education level needed to pass the private pilot's (aeroplane) licence examinations set by CASA is well within the scope of most people. The only requirement is to be able to speak, read, write and understand the English language.

For the higher levels of the commercial licence, a good background in maths and physics is useful, but not essential, as these areas are covered in the theory syllabus.

Most people who succeed in aviation have above-average initiative, self-discipline, common sense, patience and perseverance.

Organisations offering flying training can generally be found in your local telephone directory under the headings of "Flying Schools" or "Aero Clubs". Some universities, technical institutes and TAFEs also offer flying training.

### How long does it take?

Most training organisations can give you a reasonable estimate of the time needed for each stage of your flying training.

There are two elements to the pilot licence: theory and practice. If possible, it is a good idea to pass each stage of ground theory well before you move on to the next stage of flying training.

How long training will take depends on how often you can fly. If you fly less than an hour each week, your progress will be hampered by the amount of time needed for revision at the start of each flying lesson. If you cannot afford the time or money to fly at least weekly, you should think about starting your training when you are able afford both.

### Types of flying training

There are five training schemes in the Australian aviation industry:

1. Local flying training organisations (part-time or full-time).
2. Full-time training at specialist schools.
3. Flying training as part of a university or institute of technology degree or diploma.
4. Flying training in ultralight aeroplanes.
5. Flying training in the military.

### From student to airline captain

**A trial instruction flight** is normally a 30-minute flight with an instructor, designed to help you decide whether to continue.

**The student pilot's licence** allows you to take flying lessons, including flying the aircraft solo.

**The general flying progress test** allows you to carry passengers while acting as pilot in command with a student licence. You must pass your GFPT before going for your private pilot's licence.

**The private pilot's licence** allows you to act as pilot in command in private operations.

**The commercial pilot's licence** allows you to act as pilot in command of some commercial operations.

**The airline transport pilot's licence** allows you to act as pilot in command in any operation, including passenger jets.

Each of these licence levels builds on the previous licence. For instance, the student



licence is your initial licence for training. After passing a general flying progress test you are allowed to fly passengers around your local area, and after passing the private pilot's licence (navigation training) you are allowed to fly passengers anywhere within Australia.

### **Trial instruction flight**

The first step in taking up flying as a career, or flying for pleasure, is to take a TIF at a flight training organisation. During this flight the instructor will show you the basic features of an aircraft, and allow you to take control. You should have some idea of whether you wish to continue flying at the completion of this flight. A TIF also gives you the opportunity to form an opinion of the training organisation and the instructor you flew with.

### **Medical requirements**

You need to pass a medical examination before you are issued with a student pilot's licence. These examinations are done by doctors approved by CASA, known as designated aviation medical examiners, or DAMEs. Flying schools can help you find a DAME in your local area.

A list of all DAMEs can be found on CASA's website ([www.casa.gov.au](http://www.casa.gov.au)).

Before you take your medical you should ask your flight training organisation to arrange for CASA to issue you an aviation reference number (ARN), a unique identifier that will stay with you for the rest of your flying career. The doctor needs this number for your fitness report to CASA.



## LICENCES & RATINGS

### requirements

For the student and private licences, a simple medical examination is all that is needed. For a commercial or air transport licence, the examination includes an ECG, an audiogram, a blood lipids test and a specialist eye examination in addition to the general medical, depending on your age.

Medical examinations become more exacting as you grow older. If you have any concerns as to whether you would satisfy CASA's medical requirements, you can discuss your condition with a DAME. If you need to contact CASA medical section, call 131 757.



### Before you can be awarded with a pass in the GFPT, you must have :

Current class 2 medical.

A student pilot's licence.

Passed internal examinations prior to undertaking your first solo flight and first area solo flight.

Passed basic aeronautical knowledge (BAK) theory examination.

Completed the syllabus of training (on average, a minimum of 28 hours total flight time).

**NOTE:**CASA minimum for issue of licence is 20 hours which includes 2 hours instrument flight (IF) and 5 hours solo flight time, plus 2 hours instrument flying. This is where you fly solely by reference to the aircraft instruments, under a hood which stops you from looking outside for visual cues.

Undertaken and passed a flight test with an approved testing officer.

## LICENCES & RATINGS



requirements

### HOURS REQUIRED

#### General flying progress test typical syllabus of training

Sequence	Dual (hours)	Solo (hours)	Simulator
Effects of controls	1.0		
Straight & level	1.0		
Climbing & descending	1.0		
Medium level turning	1.0		
Stalling	1.0		
Circuits	6.0		
First solo	0.8	0.2	
Second solo	0.5	0.7	
Third solo	0.2	1.1	
Emergency landings	1.0		
Advanced turning	1.0		
Area solo check	0.5	0.5	
Solo forced landings		0.5	
Crosswind circuits	1.0		
Advanced circuits	1.0	1.0	
Basic instrument flight	1.0		1.0
Precautionary search	1.0		
Solo practice		1.0	
Pre-GFPT check flight	1.0		
<b>Total</b>	<b>20.0</b>	<b>5.0</b>	<b>1.0</b>
<b>GFPT flight test</b>	<b>1.5</b>		

Approximate hours flown for the issue of the GFPT = 27.5 Hours

**CASA minimum hours = 15 hours dual / 5 hours solo**





### **Student pilot's licence (SPL)**

You can start training to be a pilot without a medical examination or a student pilot's licence, but you must always be accompanied by an instructor when flying. However, in order to fly solo (on your own without an instructor) you must be issued an SPL and a class 2 medical certificate. You need to build on solo experience in order to get your full private pilot's licence.

You must be at least 16 years old to hold a SPL. You must also be able to read, write, speak and understand English, because English is the official international language for aviation.

Australian government policy requires all pilots to complete a security clearance.

Before you can be issued with a SPL you must provide CASA with proof of identification and photographs of yourself as part of the security clearance process.

Before you sit for any CASA examination, you must first get an aviation reference number (ARN) from CASA.

Any flying that you do must be recorded in a logbook, which you can buy through your flying training organisation or from local pilot shops. The logbook will record your achievements for each phase of training. Your instructor signs off your logbook as your flying training progresses. The flying school will keep its own record of your progress, and this record is transferable.

### **General flying progress test**

The SPL enables you to begin your training in preparation for the next stage, the general flying progress test (GFPT).

Successful completion of the GFPT allows you to carry passengers (in the same aircraft type used for your training) with some restrictions. A pass in the GFPT means that you have completed all of the basic flying sequences and are quite capable of flying the aircraft

safely in most circumstances. Before you can be awarded a pass in the GFPT, you must:

- Pass the pre-solo and pre-area (a specified area near the airport) theory examination.
- Pass the basic aeronautical knowledge (BAK) theory examination. The BAK theory courses are run both part time (evening/ weekend) and full time. The exam is generated by the training organisation and you will incur a small fee for this service.
- Complete the syllabus of practical training: a minimum of 20 hours flight time, which includes 5 hours solo flight time and 2 hours instrument flight (IF). Instrument flight means you fly by reference to the aircraft instruments only.
- Be recommended as ready to do the flight test by the training organisation's chief flying instructor.
- Undertake and pass a flight test with an approved testing officer or chief flying instructor.

The exams cover such areas as air law, aerodynamics, weight and balance, engines, systems, instrumentation and take-off and landing charts. The BAK is the most extensive of these exams, taking around 3 hours to complete. This exam is set by your flying school and is marked by a senior instructor. Results are recorded in your pilot's logbook.

On the flying side, this time can be the most exciting. Your training will include aircraft handling through every stage of flight, and how to deal with emergencies.

One of the most memorable flights you will have is your first solo. This is when you take full control of the aircraft without an instructor and fly a rectangular pattern (known as a circuit) around the aerodrome.

From that time, you will be completing more solo and less dual flying in the circuit area until you are ready for the advanced flying component of the syllabus.



## CASA MINIMA

### Before attempting the private pilot's licence (PPL) flight test, the candidate shall have:

Current class 2 medical.

Passed the radio operator's licence test.

An SPL.

A pass in the GFPT (optional)

Passed PPL(A) theory examination.

40 hours total time  
(maximum 5 hours simulator).

Five hours cross-country time; one flight  
of at least 150nm including take-off and  
landing at two or more airfields en route.

Five hours general flying as pilot in  
command, including two hours of  
circuits.

Two hours instrument flight time.

Advanced flying covers such things as flying purely by reference to your instruments, advanced turning techniques, advanced stalls and recovery, advanced circuits, practice in forced landings and in-flight emergencies and a practice flight test.

Having passed the GFPT, you are able to fly in the local training area with passengers, but you still require the approval of an instructor for each flight.

### Private pilot's licence (PPL)

Once you have passed your general flight progress test, you can plan to go for your private pilot's licence (aeroplane) – PPL(A).

Obtaining a PPL should be regarded as a considerable achievement. When you hold

a PPL you may fly many types of aircraft and gain similar operational authorisations (ratings) to a commercial pilot. You are also legally allowed to share aircraft hiring costs with your passengers. This makes the cost of flying very attractive. However, as a PPL holder you cannot fly for hire or reward (you need a commercial licence for that).

As a private pilot you can fly anywhere in Australia. You will no longer require prior authorisation from an instructor for solo flying.

When you obtain a PPL, some restrictions will apply, but these can be removed with further training.

There are limitations on which type of aircraft you can fly. Your PPL is usually completed on a basic single-engine aircraft which has restrictions, such as the speed it can travel, or the distance between fuel stops.

The PPL flying training includes navigational exercises, which are designed to hone your map reading and planning skills in a variety of operational environments.

The first navigational exercise will normally involve a flight outside controlled airspace to a remote aerodrome.

From there, your instructor will gradually increase your exposure to different operational environments, types of airspace and weather conditions. You will also be required to conduct some instrument flying using navigational aids.

Your flying training will conclude with a flight test under a CASA-approved testing officer.

The flight test is preceded by an oral examination. Generally, the flight test will take about 2.5 hours. On successful completion of the test, you will be awarded a pass and will then be able to fly by day under the visual flight rules (VFR) anywhere in Australian airspace.



private pilot

## LICENCES & RATINGS

AVERAGE HOURS

### Private pilot's licence typical syllabus of training

Sequence	Dual (hours)	Solo (hours)	Simulator
Navigation exercise 1	2.5		
Navigation exercise 2	2.5		
Navigation exercise 3	3.5		(0.4 IF)
Navigation exercise 4		2.0	
Navigation exercise 5	2.5		(0.3 IF)
Navigation exercise 6	3.0		
Navigation exercise 7		2.0	
Navigation exercise 8	3.5		(0.3 IF)
Navigation exercise 9	3.0	1.0	
	<b>20.5</b>	<b>5.0</b>	<b>1.0</b>
<b>PPL(A) flight test</b>	<b>2.5</b>		



### The private pilot's licence theory examination

You can do your theory training at your own pace using some excellent self-study materials or by attending a theory course at your chosen flying training organisation.

PPL theory courses are run part time and full time. Theory books are available through your local flying school, airport pilot shops or direct from the publisher.

The exam can be taken at your local training organisation for a nominal fee. It is a multiple choice, open book exam which will take about 3.5 hours to complete.

You can train for a variety of endorsements and ratings that enable you to operate aircraft under a variety of conditions.

### Endorsements

**Single-engine aeroplanes below 5,700kg** You automatically get this endorsement when you pass your GFPT.

**Constant speed propeller and retractable undercarriage** A short training course and aircraft endorsement must be completed in order to move up to more sophisticated aeroplanes with design features such as constant speed units (CSU) and retractable undercarriages. Upon successful completion you will be able to fly with passengers in the aircraft you have been endorsed on, provided you have attained a GFPT as a minimum. **Multi-engine endorsement** Allows you to fly a multi-engine aircraft.



### Before undergoing the night visual flight rules (NVFR) flight test, the candidate shall have:

10 hours flight time at night.

Five hours night navigation flight time, including one three-hour cross-country exercise flown. Exercise is dual instruction. This shall be over a distance greater than 100nm and include a landing at an airfield remote from extensive lighting.

Be fully conversant with all requirements of NVFR as per the NVFR test pro-forma.

#### Constant speed & retractable undercarriage rating typical flying syllabus

Sequence	Dual (hrs)	Solo (hrs)
General handling	1.5	
Circuits	1.5	
Emergency procedures	1.0	
Aircraft conversion		1.0
	<b>4.0</b>	<b>1.0</b>

This is a handy add-on to your licence if you want flexibility when planning a long flight that may end after dark. There is enough instrument training to enable you to safely handle the aircraft when outside visual cues are minimal and to be able to navigate accurately using navigational aids on the ground and in the aircraft.

Night training around the aerodrome circuit is also an important part of your training and involves approximately 3 hours flying. During this time you will be introduced to the various types of approaches and landings as well as some emergency situations.

After the circuit training you will work through some navigational exercises that involve short trips similar to a daytime trip, but at night under the night visual flight rules. The number of navigational exercises you will need to complete will depend upon your progress.

Once you have gained the night VFR rating, you can fly any time at night as long as you maintain your skills. Keeping your skills current certain amount of flying each year.

The night rating opens many opportunities for memorable flights, such as flights over major cities at night or watching the sunset from the air.

## Ratings

**Night visual flight rules** The NVFR rating allows you to operate at night under the visual flight rules.

### Private instrument flight rules

The private instrument flight rules rating allows pilots with a PPL to operate in the instrument flight rules environment under certain conditions (see below).

**Command instrument rating** This rating allows you to operate in instrument meteorological conditions.

### The night VFR rating

The night visual flight rules rating (NVFR) allows a pilot with a private licence or above to fly anywhere in Australian airspace at night under the visual flight rules (that is, when able to navigate with reference at all times to the ground or water below).



private IFR

## LICENCES & RATINGS

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### **Private IFR rating**

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The private IFR rating (PIFR) allows a pilot to operate under the instrument flight rules (IFR) as a private operation.

The PIFR allows pilots to fly in conditions non-visual conditions above a safe altitude while en route, and to descend safely in visual conditions. Pilots can fly safely in more varied conditions, after assessing their own competency for the flight.

A PIFR requires 20 hours instrument time,

including 10 dual hours instrument flight instruction in your chosen category of aircraft, a pass in the written examination set by either CASA or the flying school, a recommendation by the chief flying instructor of the school, and a pass in the PIFR flight test.

Once you are awarded the PIFR rating, you must ensure that you have sufficient recent instrument flight experience to be competent for IFR flight. All the other relevant rules and regulations of IFR flight apply to the PIFR rating.



## Command instrument rating

The command instrument rating (CIR) allows a you to fly in cloud during the day or night.

The rating takes a minimum of 40 hours flight training covering such things as navigational aid tracking, instrument approach and landing procedures, departure procedures and emergency procedures.

The flight training starts off with simple instrument flying and tracking using navigation aids. Once you have achieved competency for the initial instrument and navigation sections of your training, you will be gradually introduced to instrument approaches.

These are the most important parts of the instrument rating and will take the longest time to master.

After you have achieved the required standard for instrument approaches, you will progress to the cross-country section of the training, which includes a series of navigational exercises.

After completing all syllabus requirements, you will be given a pre-rating test prior to the instrument rating test. This will give you an idea of how the actual test will be conducted and allow extra time to brush up. Before beginning the flight test, you must pass an oral exam and the instrument rating theory exam.

The theory examination requires a minimum grade of 70 per cent (corrected for 100 per cent) before you can try the flight test. The theory element of your course can be integrated with your flying training whether through self-study or by attending a theory course. Your training organisation as well as some institutes of technology and some universities also offer theory courses.

### Command instrument rating

#### typical flying syllabus

Sequence	Dual (hrs)	Simulator
General IF	2.0	20.0
Nav 1	2.0	
Nav 2 (ADF/VOR)	2.5	
Nav 3 (ADF/VOR/ILS)	3.0	
Nav 4 (ADF/VOR/ILS)	3.0	
Nav 5 (ADF/VOR/ILS)	3.0	
Nav 6 (ADF/VOR/ILS)	3.0	
Nav 7 (simulated test)	3.0	
	<b>21.5</b>	<b>20.0</b>
<b>CIR flight test</b>	<b>3.0</b>	

The flight test lasts for about 3 hours and covers everything in the syllabus.

After you have successfully completed the CIR flight test you will be able to fly with passengers in instrument meteorological conditions – that is, in cloud.

you will use a range of equipment during your flight training. These items can be bought from a pilot shop, or be hired along with the aircraft for the flight training.





### **Commercial pilot's licence (CPL)**

If you are serious about pursuing a career in aviation, or if you want greater freedom as a recreational pilot, you will be looking at getting your commercial pilot's licence.

A CPL allows you to fly:

- A single-pilot aeroplane as pilot in command while the aeroplane is engaged in any operation.
- A multi-pilot aeroplane as pilot in command while the aeroplane is engaged in any operation other than a charter operation or a regular public transport operation.
- An aeroplane as co-pilot while the aeroplane is engaged in any operation.

#### **To gain a CPL you must:**

- Be at least 18 years old at the time the licence is issued.
- Speak, read and understand English.
- Hold or be eligible to hold a flight radiotelephone licence.
- Pass the full CPL theory exam.
- Have at least 200 hours flight time, which includes:
  - 100 hours as pilot in command
  - 100 hours of flight time in registered aeroplanes
  - 20 hours cross country flight time as pilot in command
  - 10 hours of instrument flight time.
- Pass the CPL flight test.

You will also need an endorsement on the type of aeroplane before you can fly it.

### **Air transport pilot's licence (ATPL)**

An air transport pilot's licence (ATPL) allows the holder to fly an aeroplane as pilot in command or co-pilot while the aeroplane is engaged in any operation. You will also need

an endorsement for the particular aeroplane before you can fly it.

#### **To gain an ATPL you must:**

- Be at least 21 years old at the time the licence is issued.
- Speak, read and understand English.
- Hold or be eligible to hold a flight radiotelephone licence.
- Pass the full ATPL theory exams.
- Hold (or have held) a command (multi-engine aeroplane) instrument rating.
- Have a total of 1500 hours flight time, including:
  - 750 hours in aeroplanes (not a flight simulator), of which:
    - 250 hours must be as pilot in command (100 hours may be as pilot in command under supervision)
    - 200 hours cross country, with at least 100 hours as pilot in command
    - 75 hours instrument flight time
    - 100 hours at night.

### **Helicopters**

The hours of flying experience required to gain the basic private pilot's licence (helicopters) are greater than those needed for a similar level of aeroplane licence. Your local flying training organisation can give you an estimate of how long it might take to gain your private licence. Educational requirements are the same as for aeroplane licences. The licence categories for helicopters are similar to those for aeroplanes:

### **Student pilot's licence (SPL)**

You must be at least 16 years old to hold a helicopter SPL.

Before going solo for the first time, you must have:

- Either a class 1 (commercial pilot's) licence or class 2 (private pilot's) licence medical certificate issued by CASA.



- Passed the following theory tests as set by the flight school:
  - Pre-solo air legislation
  - Basic aeronautical knowledge
  - Flight radiotelephone operators test.
- Been authorised by the chief flying instructor for solo flight (this must be endorsed in the student logbook).
- Completed a minimum of 8 hours dual instruction time.

### **General flying progress test (GFPT)**

To successfully complete the helicopter GFPT you must have:

- A student pilot's licence
- 20 hours dual flying
- 10 hours solo flying
- Completed a minimum total of 35 hours flying
- Passed a GFPT flight test

### **Private pilot's licence (PPL)**

You must be at least 17 years old at to hold a private pilot's licence (helicopters), have passed a PPL helicopter theory exam as set by CASA, meet all that is required for a student pilot's licence, and have:

- 20 hours dual flying
- 10 hours solo flying
- Completed a minimum total of 50 hours flying
- A pass in the PPL flight test for helicopters.

Included in these hours must be at least 9 hours of dual navigation flying and 6 hours of solo navigation flying.

If you already hold a private or commercial aeroplane licence, the requirements are different:

The student must be at least 17 years old at the time of the flight test, have passed a helicopter basic aeronautical theory exam (BAK) as set by the chief flying instructor, meet all that is required for a student pilot's licence, and have completed at least a total of:

- 20 hours dual flying
- 10 hours solo flying.

Included in these hours must be at least 3 hours of dual navigation flying.

The student must have completed a minimum total of 38 hours flying, and passed a PPL flight test.

### **Commercial pilot's licence (CPL)**

To gain a commercial pilot's licence you must be at least 18 years old at the time of the flight test, have passed a CPL helicopter theory exam as set by CASA, meet all that is required for a student pilot's licence and have completed at least a total of:

- 40 hours dual flying
- 35 hours solo flying
  - Included in these hours must be at least
    - 15 hours of dual navigation flying
    - 10 hours of solo navigation flying
- 25 hours of general flight time as pilot in command (not navigation)

You must sit and pass a CPL flight test.

Where the last 30 hours of the course are done in 90 consecutive days, the minimum requirement is for a total of 105 hours flying. Otherwise, a minimum total of 125 hours is required.

If the student already holds a private fixed wing licence, the requirements are different: contact your local flying training organisation for details.

### **Air transport pilot's licence (helicopter)**

To gain an ATPL for helicopters you must:

- Hold a commercial pilot's licence
- Be at least 21 years old
- Have successfully completed the ATPL helicopter theory exam
- Have logged 1500 hours of flight time.



## TRAINING ORGANISATIONS

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what to look for

### **Choosing a training organisation**

There are over 250 organisations Australia-wide licensed by CASA to conduct flying training. You will find a list of local training organisations under the heading “Flying Schools” or “Aero Clubs” in the Yellow Pages.

The most important aim in selecting a training organisation is that you, the prospective pilot, will attain a licence with all the skills and theoretical knowledge required to fly safely and confidently.

Cost is a significant factor in flying training; however, the quality of training is also important. You should contact several flying training organisations to obtain estimates of their charges and evaluate the quality of the training they provide.

Some universities are offering degrees in aviation. Some flying schools offer full-time courses with live-in facilities and are able to arrange finance to help meet the costs of instruction.

Others specialise in providing training for those who can only find the time, or money, to fly occasionally. You need to select a quality training organisation that provides you with the licence type and a course structure that suits your timetable and budget.

### **Facilities**

When CASA issues an air operator’s certificate (AOC), which allows an organisation to train pilots, it inspects and carries out surveillance on the facilities and equipment needed to deliver this service safely.

You are looking for an organisation that gathers all the best tools available to help teach you to fly. Such aids include briefing

notes on each lesson, training records, checklists for the aircraft, aircraft flight manuals with pilot’s notes, training videos, planning/briefing areas and good classrooms.

You should find out what sort of support is behind each instructor. Is there a company reference library, and more experienced instructors to help with problems? Are there sufficient aircraft of the type you want to learn to fly in, so that one will be available whenever you want to take a lesson? Is there suitable maintenance support so that flying time is not lost through maintenance defects on the aircraft?

Some training organisations do not charge an extra fee for conducting a test if you have completed all of your training with them. If the company brings in an approved testing officer for the test, you can expect to be charged a test fee. You will need to include this cost in your budget.

### **Aircraft presentation**

The aircraft should be clean and well presented. It is not unrealistic to expect a level of presentation similar to that of a good hire car.

#### **Interior**

You will spend many long hours seated during navigation trips. Therefore, examine the seats for sound structure and damage. Point out defects to the school and see what they do about it.

Also keep in mind that some cockpit interiors are much more cramped than others, particularly 2-seat compared to 4-seat aircraft. You may want to consider upgrading to a roomier aircraft if you are bigger than most or just want more comfort when flying.

#### **Windows**

You cannot fly if you cannot see. Most aircraft



windows are made of perspex and can scratch very easily. They also become clouded from exposure to sunlight for long periods. You should not fly any aircraft with windscreens that are dirty, scratched or unclear in any way.

**Paintwork and exterior**

Aircraft are mainly made from aluminium or composite material. Aircraft made of aluminium will corrode if they are continually exposed to the elements. Examine the paintwork. Apart from improving the aesthetics of the aircraft, it is an important

barrier to the elements. The condition of the exterior tells you a lot about the operator or owner of the aircraft.

**Maintenance**

You should always check any maintenance documents yourself and ask what they are, and what is the correct method of using them. An example could involve a component of the aircraft that has been unserviceable and recorded in the maintenance release for some time. Don't be afraid to ask why it has not been fixed. After all, your safety is at risk.



what to look for

## TRAINING ORGANISATIONS

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### flight instructors

When it comes to choosing a flight instructor, remember – you are the customer. Don't automatically accept the instructor assigned to you. If for any reason you are unhappy with the instructor's performance or attitude, discuss your concerns with the instructor or a senior instructor at the school. They will want to keep your patronage rather than lose you to another school.

Not all people learn at the same rate or the same way. Look for an instructor who will try to understand you and treat you as a valued customer.

Take careful note of how the instructor responds when you ask questions.

Ask about professional development. Do they attend the instructor seminars offered by CASA or other forms of training to improve their teaching skills?

One aspect to consider is the grade of the instructor who is undertaking your training. If you are flying with a junior instructor, check that they are properly supervised. Also consider the continuity of instructors.

There are three grades of flying instructor: grades 1, 2, and 3, with grade 1 being the highest level.

**Grade 3 instructor** A grade 3 instructor is a commercial pilot who has gained a basic flight instructor rating. This grade of flight instructor is usually a pilot with minimum experience as an instructor. However, some grade 3 instructors are very experienced aviators – your instructor may be retired airline captain who enjoys instructing.

All grade 3 instructors are required to complete an intensive course on flight instruction. They usually work under the direct supervision of a more experienced

instructor. After logging over 100 hours, a grade 3 instructor may be granted other privileges, such as being allowed to work under indirect supervision, and the authority to send students on solo training exercises with some restrictions.

**Grade 2 instructor** The grade 2 flight instructor rating is issued to an instructor after he or she has gained some experience in teaching. Grade 2 instructors must have held a grade 3 rating for at least 6 months and at the same time logged 200 hours on basic lessons, and 50 hours on navigation training.

They must also be recommended by a chief flying instructor and pass a flight test. However, before recommending a grade 3 for a grade 2 rating the CFI must be satisfied that the instructor is able to assess the standard required for a student to undertake a solo flight. A grade 2 instructor can apply for extra training approvals, such as training on twin-engine aircraft.

**Grade 1 instructor** The grade 1 instructor rating is the highest that can be held in Australia. To gain this rating an instructor must have held a grade 2 rating for 12 months and have flown a total of 750 instructional hours, of which 500 hours must be instruction on basic training exercises. They must be recommended by the CFI, pass a flight test, and pass a written exam on the principles of teaching and learning.

With this type of rating, an instructor can work unsupervised, hold positions of responsibility such as chief flying instructor, and train students to fly complex aircraft types in all weather conditions.

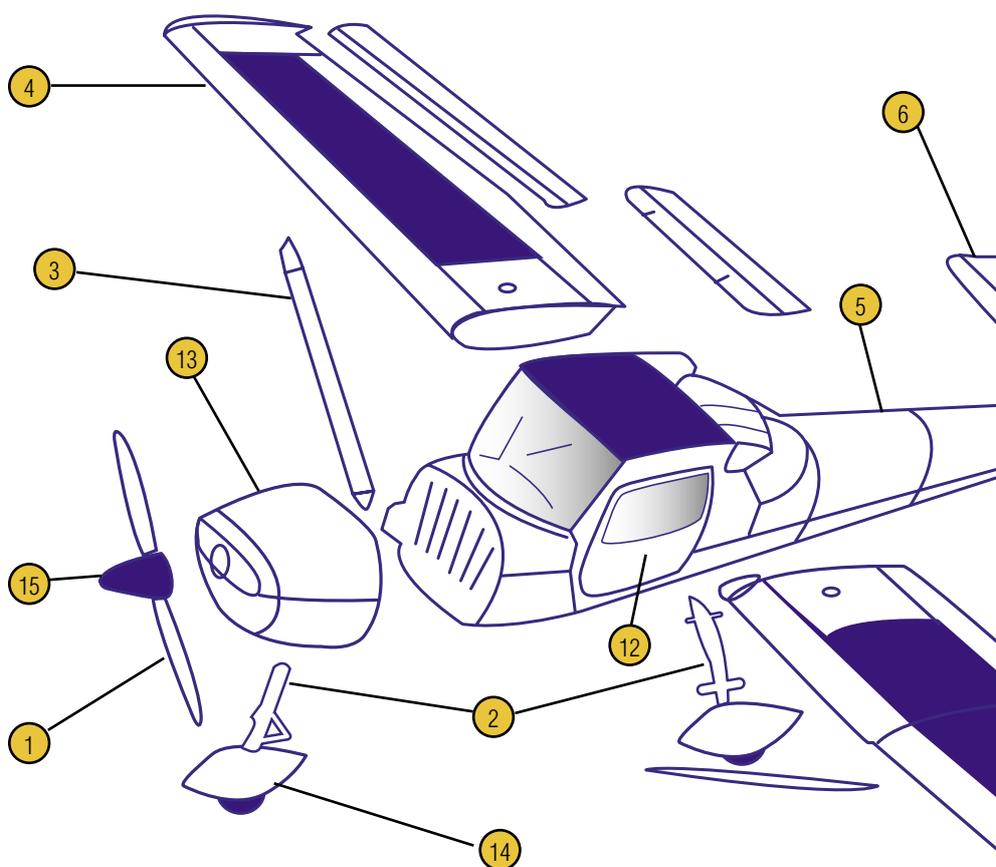
Many grade 1 instructors have gained approved testing officer status from CASA. This allows them to conduct flight tests on behalf of CASA.





## MAIN PARTS OF AN AEROPLANE

exploded view

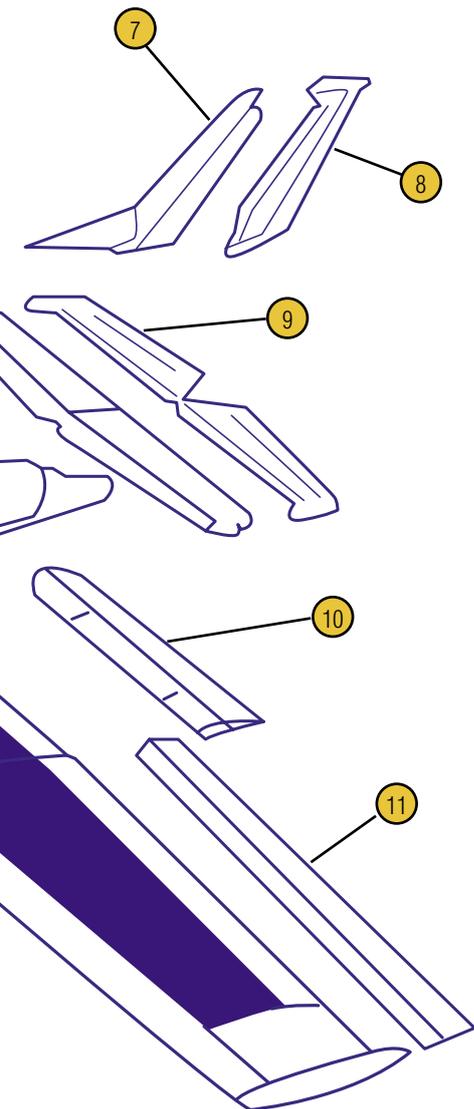


## MAIN PARTS OF AN AEROPLANE



exploded view

### The main parts of an aeroplane



- ① propeller
- ② landing gear
- ③ wing strut
- ④ wing
- ⑤ fuselage
- ⑥ horizontal stabiliser
- ⑦ fin and dorsal
- ⑧ rudder
- ⑨ elevator
- ⑩ wing flap
- ⑪ wing aileron
- ⑫ door
- ⑬ engine cowl
- ⑭ nose wheel
- ⑮ spinner



## TRAINING ORGANISATIONS

check list

### Organisation:

Category	Notes
<b>Instructor</b> <ul style="list-style-type: none"><li>• Instructor should be skilled pilot , respectful, effective communicators, patient, encouraging, and professional.</li><li>• Make sure that he/she can work with your schedule.</li></ul>	
<b>Course plan</b> <ul style="list-style-type: none"><li>• Make sure that the school has detailed training records for your proposed course. They should reflect the requirements of the national competency-based standards for pilots.</li><li>• The training record should contain a detailed syllabus, including lesson plans with specific learning outcomes.</li><li>• Look for a comprehensive ground theory support program.</li><li>• Look for the inclusion of pre-and post flight briefing and standard checks.</li></ul>	
<b>Training aids</b> <ul style="list-style-type: none"><li>• Whiteboards, diagrams or posters, aircraft models, overhead projector, computer training facilities, navigation and instrument flight rules aids.</li></ul>	
<b>Aircraft</b> <ul style="list-style-type: none"><li>• Check that there are enough of your chosen aircraft type, and that they are available to meet your training schedule.</li><li>• Check that the aircraft are equipped for training and are fitted with a transponder and workable intercom.</li></ul>	
<b>Facilities</b> <ul style="list-style-type: none"><li>• They should be clean, comfortable, with adequate classroom size and number. There should be a library, a lounge and a flight planning area.</li></ul>	
<b>Payment plan and refund policy</b> <ul style="list-style-type: none"><li>• Payment should be made as the service is provided, not ahead of time.</li><li>• For a full-time course, block payment may be required by the training organisation. This is acceptable for a short period in advance.</li><li>• Do not pay the full tuition up front. Organisations sometimes go out of business.</li><li>• Ask to see the school refund policy in writing.</li></ul>	

## TRAINING ORGANISATIONS



check list

Type Of licence					
GFPT	<input type="checkbox"/>	PPL(A)	<input type="checkbox"/>		
CPL(A)	<input type="checkbox"/>	ATPL	<input type="checkbox"/>	Other	<input type="text"/>
Hours dual	<input type="text"/>	Rate per hour	<input type="text"/>	Proposed hours	<input type="text"/> cost <input type="text"/>
Hours solo	<input type="text"/>	Rate per hour	<input type="text"/>	Proposed hours	<input type="text"/> cost <input type="text"/>
Hours private	<input type="text"/>	Rate per hour	<input type="text"/>	Proposed hours	<input type="text"/> cost <input type="text"/>
Hours simulator	<input type="text"/>	Rate per hour	<input type="text"/>	Proposed hours	<input type="text"/> cost <input type="text"/>
Hours ICUS	<input type="text"/>	Rate per hour	<input type="text"/>	Proposed hours	<input type="text"/> cost <input type="text"/>
Theory cost					
Course types					cost <input type="text"/>
Textbooks					
Publications: Aeronautical Information Publication (AIP), Civil Aviation Regulations (CAR), Civil Aviation Orders (CAO), En-route Supplement of Australia (ERSA), Civil Aviation Advisory Publications (CAAPs) + binders for the publications					cost <input type="text"/>
Exam expenses					cost <input type="text"/>
En route charges					
Cost per landing	<input type="text"/>	Number of landings	<input type="text"/>		cost <input type="text"/>
En route nav charges	<input type="text"/>	Number of hours	<input type="text"/>	cost per hour	<input type="text"/> cost <input type="text"/>
Other costs					
Medical costs					cost <input type="text"/>
Headphones					cost <input type="text"/>
Nav equipment					cost <input type="text"/>
Maps (Visual Terminal Charts, Visual Navigation Charts, World Aeronautical Charts, etc)					
New licence issue cost					cost <input type="text"/>
<b>Total</b>					<input type="text"/>



