

THIS IS TO BE READ IN CONJUNCTION WITH THE STUDENT HANDBOOK PRIOR TO ENROLMENT

Duration: 68 Weeks at 20
hours per week
(minimum for International
students including leave time)

Fees: **\$98,981.50** (Refer to
Attached Fees Schedule –
Appendix A)

TARGET GROUP

This course is for ...

- International students who have a passion for aviation and are seeking to gain entry level qualification into the Aviation Industry in a flight operations role.
- People who are seeking professionally recognised qualifications in aviation and to sit for their Commercial Pilot Licence.
- At the completion of training each participant will be able to sit for the Commercial Pilot Licence, a Multi Engine endorsement and an Instrument Rating from the Civil Aviation Safety Authority. A successful CASA assessment will qualify participants for an Australian Commercial Pilot Aeroplane Licence with a Multi Engine endorsement and Instrument Rating.
- As part of the training each participant will receive a minimum of 145 hours single engine time, 30 hours multi engine time and 20 hours simulator time. This will include 70 hours command flying (single engine) and 40 hours instrument time. Please note: All pricing is based on realistic hours rather than these CASA minimums.

ENTRY REQUIREMENTS

The entry requirements for participants in the Commercial Pilot Aeroplane Licence with Multi Engine Instrument Rating (060669B) are listed below:

- have proficiency in written and spoken English to at least IELTS 6.0 or TOEL of at least 550 or TOEIC 700 or be a native English speaker;
- must be 18 years of age;
- medical certificate in at least a Class 2 Medical conducted by a CASA Approved Medical Practitioner;
- have qualifications or experience to the completion of Australian Year 11, however it is at the discretion of the Chief Flying Instructor;
- be willing to undergo a Federal Police check in Australia. The police check is an ASIC requirement that will either approve or not approve allowance for you to fly into security control airports.

RESOURCES

Resources available for this course include:

- ELITE evolution iGATE S623 Digital Flight Training Device Simulator
- Piper and Cessna Aeroplanes (Single and Multi-Engine)
- Jeppesen Airway Manual, general aviation library
- ERSA, AIP, CAO, CAR
- Headset, Fuel Drain
- Whiteboard, Computers, Desks and Chairs, Overhead Projector

LEGISLATIVE REQUIREMENTS

- Civil Aviation Regulations, Civil Aviation Safety Regulations, Civil Aviation Orders.
- Requirements, standards and recommended practices of the International Civil Aviation Organisation.
- Instructions of local airport authorities and air traffic services.
- Relevant National, State emergency services regulations.





Melbourne Flight Training Pty Ltd

Commercial Pilot Licence with Multi Engine Instrument Rating

Course Code - 060669B (International Students Only)

Cricos # 02844F RTO # 22508

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PRIVILEGES OF LICENCE

The Commercial Pilot Licence (CPL) is usually the minimum aviation requirement for undertaking paid employment as a pilot in most countries. On its own a CPL restricts pilots to operating under Visual Flight Rules (VFR) in light, single engine aircraft. Adding a Multi Engine (ME) endorsement allows progression to flying a wider range of aircraft that generally have larger capacity. An Instrument Rating (IR) enables pilots to operate under both VFR & Instrument Flight Rules (IFR), i.e. in a wider range of meteorological conditions.

ABOUT MFT

Our business is aimed at training pilots from Australia and overseas. We only have 20 overseas students with us at any time. We find this is the best way for us to offer a welcoming Australian experience while still maintaining the friendly and supportive feel of the school.

We do not deal with agents who charge commissions and often misrepresent flying schools. By avoiding paying commissions we do not have to artificially inflate our prices.

All of our staff are highly experienced and will give you all the support you need to achieve your goal. With approximately 20 instructors on staff we also have 20 different personalities. Once we have had the opportunity to meet you in person we will match you up with the most suitable and compatible instructor. You will be allocated a primary instructor responsible for your progress and a secondary instructor to cover any periods of annual leave, sickness etc.

If you have the opportunity to come and inspect our facilities in person, Glen Buckley, Chief Flying Instructor, will be happy to meet with you at a mutually convenient time.

PRICES (see also Appendix A)

There are no hidden extras and we anticipate you will complete the training for this price, or possibly even less. We have not based the pricing on minimum hours but rather on what you would realistically expect to achieve. In fact we would hope you complete this training for a price slightly under this. Our pricing includes all equipment and extras that you will need. For this reason our pricing may initially appear to be slightly higher than some of our competitors but should be extremely competitive when all factors are considered. Some schools will appear to have a cheaper aircraft rate but they may be simply covering up higher test fees, theory courses, the addition of briefing charges, landing fees, fuel levies, etc.

We do not accept payment up front for pilot training. We operate on a pay as you go system. This gives you the opportunity to discontinue your training at any time should you not be satisfied, with no financial penalties. With regards to how much each lesson would cost, this is fairly difficult to answer as there are large variations. Initially the first stage (the Recreational Pilot Licence or RPL) entails shorter lessons costing approximately \$350 each. When you reach the PPL stage the flights are of a longer duration costing approximately \$1,000 each. During the 2 months of Commercial Theory the costs come down significantly as your training is classroom based and you will not be flying.

With regards to pricing we are not the cheapest on the airport but we are by no means the most expensive. Our pricing is all inclusive and incorporates all briefing, landing fees, remote aerodrome refueling and aircservices charges. Fuel at remote aerodromes can add \$30 an hour onto hire rates at other flying schools, and landing fees can be over \$40 per landing. Some of our competitors will add these charges on at the end of your flight. You will have no hidden extras at Melbourne Flight Training. All of our pricing is based on realistic hours rather than the more unrealistic minimums that CASA specifies.

Here is a summary of what is involved in Pilot Training.

PILOT TRAINING – A Brief Outline...

The Private Pilot Licence is basically broken up into two components, the first being achievement of the Recreational Pilot Licence (RPL) and the second is the Private Pilot Licence (PPL).

The RPL requires approximately 30 x 1 hour flights where you learn basic aircraft handling such as climbing, descending, turning, emergency procedures, take-offs, landings, etc. After approximately 10 to 12 lessons you will be sent on your first solo flight where you will do your first take-off and landing without your instructor on board. The theory for the RPL will require approximately 40 hours of home study. During your training you will do 3 relatively straightforward multi choice exams that are very practical exams. Although the flight lessons are about 1 hour of airborne time each they also require approximately a 3 hour commitment due to the requirement for the associated briefings and a pre-flight inspection of the aircraft, followed by a post flight debrief.



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Therefore you need to schedule approximately 30 visits to the airport of 3 hours duration. On completion of the training you will do a flight test of approximately 90 minutes duration. On successful completion of the test you will be able to carry passengers inside the Moorabbin Training Area which is several hundred square miles in size. You will not however be able to fly to other airports.

The PPL is the next component where you learn how to navigate the aircraft to other destinations. This is made up of approximately 9 x 3 hour flights that will require a full day commitment each to allow you to plan up the flight. There is one 3.5 hour theory exam covering air law, weather, aviation medicine, aircraft performance, engines and systems, navigation, and basic aerodynamics. This exam is in a multi choice format and is designed for pilots not intending to fly professionally. It involves fairly simple arithmetic and the course of study is both manageable and very interesting. The exam is relatively straight forward and students rarely have any difficulty with it.

The options for the theoretical component are self-study, with a number of well written courses available, or you can attend classroom instruction. Formal classes usually have approximately 80 hours of contact time, so if you are self-studying it would be prudent to allow 160 to 240 hours of time for this.

On completion of the flight test you will be able to carry passengers anywhere in Australia during daylight hours only. You will be welcome to hire aircraft from our large and diverse fleet to take your family and friends with you whilst your exercise

the privileges of the licence. When hiring these aircraft you pay only for the time the engine is running.

A Night VFR (NVFR) rating can be added on with an extra 10 to 13 hours of training allowing you to fly 24 hours in suitable weather.

At the end of the PPL and NVFR you will continue on to the Commercial part of the training. At this stage you will be flying a faster aircraft with more advanced systems. You will be expected to fly to stricter tolerances with stricter deadlines for flight planning and decision making.

Students can elect to complete this phase of their training in a multi-engine aircraft or a single engine aircraft. Most students will elect to complete most of their training in a single.

With regard to the time frame you can expect to study and train for 60 weeks to reach CPL level (with an additional 8 weeks to attain the Multi Engine Instrument Rating). The course is designed to be a fairly intensive course and will work out substantially cheaper if you maintain continuity in your training. Extended breaks mean that money will be wasted while you revise previously delivered sequences. A fulltime student will generally attend the school between 25 to 35 hours per week dependent on the stage of training that they are at. The hours are flexible and can be designed around your requirements. As Flight Training is predominantly conducted on a one to one basis, you don't have to wait for a Course to commence. In fact you are generally able to commence at any time throughout the year.

The theory component for the CPL consists of the same seven subjects as

the PPL but this time they have individual subject courses and exams as follows:

- Air Law
- Meteorology
- Navigation
- Aerodynamics
- Performance and Flight Planning
- Human Factors
- Engines and Systems

As with the PPL they are multi choice exams but this time the exams are sat at a CASA approved testing centre. Once again these seven subjects can be completed via formal classes or self-studied and there is a practical flight test to submit to in order to be issued with the Commercial Pilot Licence.

If you want to take your training further then the usual next step is to learn to fly Multi Engine aircraft. Multi Engine aircraft typically have higher performance capabilities than Single Engine aircraft including the capacity to carry larger payloads (more freight, more passengers etc.). This is an important consideration for many operators and employers and is a very good reason to seriously consider progressing to training in these types of aircraft if you want a career in aviation.

If you choose to take this next step you can expect to undertake approximately 7.5 hours of Multi Engine flight training, and many more hours than that covering ground theory. Training will cover aircraft systems, operation and performance and you will learn about handling the aircraft under normal operations and in 'asymmetric' operations (i.e. in circumstances where one engine has failed).



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There is no CASA theory exam requirement for this part of your training however MFT will require you to study your new aircraft type and the unique aspects to flying Multi Engine aircraft thoroughly and so we do have an in-house exam that you will take prior to proceeding to your formal flight test.

On successful completion of Multi Engine training you will still only be able to fly under the Visual Flight Rules (VFR). These rules require that a pilot conducts a flight primarily using (external) visual references and therefore they forbid flight into cloud, for example. Of course many commercial operators and employers can't afford to be restricted to VFR flights only which is why there are also the Instrument Flight Rules (IFR), which allow for flight with primary reference to instruments and under certain circumstances allow for flight into low visibility conditions including into cloud. To fly under the IFR you will need an Instrument Rating.

Training for an Instrument Rating consists of approximately 20 hours of actual flight and a further 20 hours in our advanced Synthetic Trainer ('simulator'). Weather permitting some of your training may be conducted under actual Instrument Meteorological Conditions (IMC), other times it may be conducted 'under the hood', where these conditions are replicated by use of equipment that prevents a pilot from seeing normal external visual cues. A component of your training will also be conducted at night so that you are not restricted to flight only in daylight hours.

Training for an Instrument Rating is very challenging and demanding, requiring a thorough understanding of

various types of navigation aids and aircraft instruments and also requiring highly accurate and attentive flying. There is one CASA theory exam (IREX) to be undertaken, and once again options include self-study or classroom instruction, and a practical flight test must be passed in order to be issued with the Instrument Rating.

PREREQUISITES

Often we are asked about the educational prerequisites to undertake flight training. The Civil Aviation Safety Authority (CASA) does not stipulate any educational requirements; however a good understanding of the English language is essential. The educational prerequisites are generally stipulated by an employer rather than the flight training organization. Most airlines will specify any formal educational requirements on each of their websites. The Civil Aviation Safety Authority stipulates that in order to satisfy the English Language criteria you will need to provide evidence of schooling in Australia or for overseas students present evidence of an IELTS score of at least 6.0.

PREVIOUS FLYING EXPERIENCE

In Australia we have two different Commercial Pilots Licences; The 150 hour course or the 200 hour course. The 150 hour course is substantially cheaper due to the lower hour requirement. Unfortunately hours accrued outside of the 150 hour syllabus cannot count towards the 150 hour CPL but will count towards the 200 hour syllabus. For example, if you have done any flying outside of Australia, that will count towards the 200 hour CPL but not the 150 hour CPL. To clarify the situation for a student who has completed their PPL

outside of Australia, they could not enrol in a 150 hour Australian CPL. They would need to enrol in a 200 hour CPL. Obviously this requires 200 hours of flight training with at least 100 hours must be as Pilot in Command. The 200 hour requirement will be reduced by the number of hours that have already been completed overseas.

ADDITIONAL INFORMATION

A frequently asked question is whether any financial assistance is available to pilots undertaking training: in general all training is self-funded and no government assistance is available.

With regards to flight tests most schools will require bookings to be made well in advance and you can incur substantial waiting times to secure a testing officer. We have 5 CASA approved independent testing officers and almost all tests can be booked with approximately 1 weeks' notice.

For students from overseas we are also often asked about the conversion process to change the Australian Licence back to an overseas licence. It is difficult to provide advice on this matter as each country has its own requirements. The best way to find out this sort of information is to contact your home country's Aviation Authority. Generally the Australian qualification is highly regarded and it should be a relatively straight forward procedure.



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ADVANTAGES MFT...

The obvious question is: Why I should study with MFT rather than one of the other schools operating in the Melbourne Area?

We established MFT based on addressing deficiencies that we had found from working in the industry.

MFT has a policy of treating our staff substantially better than the industry norm, enabling us to attract and retain a large pool of qualified, experienced and dedicated instructors with the majority of them being career instructors. The average experience level of our instructors is second to none, being far in excess of the industry norm. We doubt that any school in Australia would be able to make that claim. In addition we have a number of working Airline Pilots teaching at MFT.

At any time we have approximately 250 active students and we maintain an industry leading ratio of staff to students. We don't impose a requirement to achieve a certain amount of flying hours on our staff. The rationale here is to ensure that all students receive thorough briefings and guidance on the ground.

The school aims to create a less sterile environment than our competitors. Our recreational facilities include a table tennis table, pool table, satellite TV and arcade game machine.

The best way to discover the difference is to talk to the students. A number of the MFT students commenced at another school and transferred to us due to dissatisfaction with their previous flight training provider. Traditionally on Friday nights staff and students interact at a free barbecue. Should you have to opportunity this is an

deal way to meet and ask questions in a casual relaxed atmosphere.

OUR FLEET

Unlike most schools that operate either a Piper fleet or a Cessna fleet we choose to operate both types of aircraft. We currently operate:

- Cessna 152
- Cessna 172
- Cessna 182
- Piper Warrior
- Piper Arrow
- Piper Seminole
- Partenavia
- Super Decathlon (aerobatic)

These include 2, 4 and 6 seat aircraft, single engine and multi engine aircraft with a combination of analogue and glass cockpits. Our aircraft are consistently maintained to the highest standards. We do not compromise on Aircraft Safety or presentation. Importantly we maintain a larger fleet than we require, this ensures you will have access to a range of aircraft.

In addition Melbourne Flight Training operates a Synthetic Trainer, the Elite I-Gate S623 Simulator, offering an excellent complement to expensive time in the air. This simulator is fully approved by CASA and is one of the most advanced simulators operated by any flying school in Australia.

The advantages of being at MFT are numerous.

THE NEXT STEP...

If you wish to enrol in training at MFT you will need to:

- Read the International Student Handbook (we can send you a copy if we haven't already)
- Follow the procedure in Section 23 'Enrolment' of the International Student Handbook





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APPENDIX A

Melbourne Flight Training Pty Ltd - 70 Bundora Parade, Moorabbin Airport, 3194. Ph: (03) 9588 1747										RTO # 22508	Cricos # 02448F
150 Hour Integrated Commercial Pilot Licence											
AUSTRALIA Prices valid as at 1st July 2012 GST EXCLUSIVE											
	C152 Dual	C152 Solo	PA28 Dual	PA28 Solo	C182 Dual	C182 Solo	PA44 Dual	Simulator Dual	Flight Test	\$AUD TOTAL COST	
Phase 1											
Training to Recreational Pilot Licence (RPL)	25	5							1.5	\$ 9,902.50	
Phase 2											
Training to Private Pilot Licence (PPL)			25	5				1	3	\$ 11,564.00	
Phase 3											
Training to Night Visual Flight Rating (NVFR)			13	1					2.5	\$ 5,722.00	
Phase 4											
Training to Commercial Pilot Licence (CPL)			20	30	10	29		4	3.5	\$ 31,432.50	
TOTAL FLYING HOURS / COST	25	5	58	36	10	29	0	5	10.5	\$ 58,621.00	
Additional Costs Associated with CPL											
Product	Price \$AUD				Product	Price \$AUD				TOTAL COST	
AIP's (with 12 month amendment service)	\$ 140.00				Navigation Computer	\$ 75.00					
Aircraft Checklists x 3	\$ 21.00				Navigation Protractor	\$ 14.00					
Aviation Security Identification Card (ASIC)	\$ 202.00				Navigation Ruler	\$ 14.00					
CAO's (with 12 month amendment service)	\$ 120.00				NVFR Flight Test Fee	\$ 700.00					
CAR's (with 12 month amendment service)	\$ 260.00				PCA (each)	\$ 11.00					
CPL Aerodynamics Exam Fee	\$ 151.00				PPL Flight Test Fee	\$ 750.00					
CPL Air Law Exam Fee	\$ 161.00				PPL Theory Course	\$ 1,250.00					
CPL Engines & Systems Exam Fee	\$ 151.00				PPL Theory Exam Fee	\$ 180.00					
CPL Human Factors Exam Fee	\$ 151.00				RPL & PPL Training Notes	\$ 65.00					
CPL Meteorology Exam Fee	\$ 151.00				RPL Flight Test Fee	\$ 650.00					
CPL Navigation Exam Fee	\$ 161.00				Student Pilot Licence (SPL)	\$ 50.00					
CPL Performance Exam Fee	\$ 172.00				CPL Theory Course (including text books)	\$ 3,425.00					
CPL Flight Test Fee	\$ 750.00				Torch	\$ 20.00					
ERC (initial issue)	\$ 11.00				VNC (initial issue)	\$ 10.00					
ERSA (initial issue)	\$ 33.00				VTC (initial issue)	\$ 10.00					
Headset (David Clark)	\$ 595.00				WAC x 2	\$ 20.00					
Logbook	\$ 33.00				1 x Trouser	\$ 75.00					
Medical Application (incl Eye, Blood, Heart, Hearing Test & Medical)	\$ 500.00				3 x Shirts	\$ 139.50					
Medical Certificate - CASA Fee	\$ 75.00										
OVERSEAS STUDENTS ONLY											
Course Enrolment Fee (non-refundable)	\$ 1,500.00				Overseas Student Health Cover (approx. per 12 months)	\$ 450.00					
TOTAL ADDITIONAL COSTS										\$ 13,246.50	
										CPL TOTAL \$ 71,867.50	
Multi Engine Endorsement											
GST EXCLUSIVE	Hours								Flight Test	TOTAL COST	
PA44 - Dual	7.5									\$ 4,762.50	
PA44 - Solo									1.5	\$ 802.50	
ME Flight Test Fee										\$ 750.00	
TOTAL HOURS / COST	7.5								1.5	\$ 6,315.00	
Multi Engine Instrument Rating											
GST EXCLUSIVE	Hours									TOTAL COST	
PA44 - Dual	20									\$ 12,700.00	
Simulator	20									\$ 4,400.00	
Flight Test	3									\$ 1,605.00	
DAPS (East & West)										\$ 180.00	
IFR Theory Course										\$ 990.00	
IFR Theory Exam										\$ 174.00	
Test Fee										\$ 750.00	
TOTAL HOURS / COST	43									\$ 20,799.00	
										ME IR / CPL TOTAL \$ 98,981.50	

The above IFR pricing is only an indication based on the CASA minimum. Prices are subject to change without notice.