



South Canterbury Aero Club Commercial Pilots Licence Information

**South Canterbury Aero Club Inc.
Richard Pearse Airport
Timaru**

**Phone: 03 688 2355
www.scaeroclub.co.nz**

Welcome from the club and the instructors!

Welcome to South Canterbury Aero Club and thank you for considering us for your Commercial pilots licence training. We look forward to flying with you and helping you achieve your professional aviation goals. Our Chief Flying Instructor (CFI) has prepared this guide to answer many of the questions you may have around gaining your Commercial Pilots Licence with SCAC.

What are the requirements to start training?

Before you start training for your CPL you will need to attain a PPL.

What is a Commercial Pilots Licence (CPL)?

Your CPL is essentially your professional pilots licence, your CPL will allow you to be paid to fly. You will be able to carry, passengers or cargo for hire and reward,. You could gain employment with a 135 or 115 operator or continue training and become a flight instructor.

How old do you need to be to start training?

You can start your CPL training straight after attaining your PPL, however you will need to be 18years old at the time you sit your CPL flight test.

What's the difference between a PPL and CPL?

On top of the additional experience you will gain through your hour building flying in various scenarios, environments and weather, As a commercial student and eventually a professional pilot you are expected to operate the aircraft efficiently and safely at all time whilst maintaining high accuracy through all manoeuvres. Your tolerances for manoeuvres during flight test become +/- 50 foot and 5° of heading. Extra focus is put on the passenger management and care as you are now training for the privilege of carrying the paying public.

Are there further medical requirements?

Yes, you will require a current Class One medical to sit the CPL flight test, if you have never held a Class One it's a good idea to attain one before you start your CPL training to ensure your fit to fly as a commercial pilot, there are horror story of people investing thousands in their training and flying only to learn days before flight test the had a medical condition precluding them from ever holding a Class One medical.

What if I need glasses or I am colour vision deficient?

Don't worry lots of pilots wear glasses and some are even allowed to wear contacts, you will probably be required to carry a second back up pair when flying. Colour vision isn't a huge deal now for pilots either, you may find that you're just not allowed to fly at night or in controlled airspace without further special testing. These questions can all be answered by your AME during your medical exam.

How long does it take to train for Commercial licence?

This is based on your ability to self-motivate and study. Full Time from PPL it is possible to achieve a CPL in 6-8 month however most people through a club chip away at it over a year to 18months, whilst maintaining a fulltime job or raising their kids.

Private Pilot Information

What are the reequipments for a CPL?

At the time of flight test you will have to have logged / attained the following experience and training requirements.

Total Time	200 Hours
Pilot in Command Time	100 Hours
Cross Country Time	30 Hours
Instrument Time	10 Hours
Basic Mountain Flying	5 Hours

**These hours are inclusive of hours attained during your PPL training.

Does my training and licence count if I go overseas?

Sure does! Flight hours are flight hours. Your training and licence in New Zealand is carried out in accordance with ICAO (International Civil Aviation Organisation) so most member states recognise each other's training and licences. However, every country has different requirements and you may be required to re-sit the flight test or undertake additional training in a new country and possibly redo at least the law exam. For example, The Basic mountain flying requirement of CPL's is purely a Kiwi thing and Americans coming here may need to complete that part of our syllabus before they're issued a New Zealand licence.

What exams are there?

You will need to study and pass 6 multi choice CPL exams similar to your PPL, they are:

1. Human Factors
2. Principles of flight
3. Aircraft Technical Knowledge
4. Commercial Law
5. Meteorology
6. Navigation and Flight Planning

How hard are the exams?

The exams have been assessed to be level 5 by the New Zealand Qualifications Authority however being multi choice examinations most people agree they are not much harder than Year 13, 7th form high school examinations. The difference is that the theory is practiced during your lessons and flying before you sit the exams so you have real world practical application.

There is a definite step up from PPL exams as the knowledge required is more in depth and puts a lot of focus on commercial operations in law and performance.

Can I receive a qualification from the training?

Yes, through ServiceIQ our ITO we can have your training achievements registered with NZQA and you can achieve a Diploma in Aviation with your commercial licence. You will need to achieve a few more unit standards on top of your bare license and exams though.

Private Pilot Information

What study material and equipment do I need?

The club recommends the Waypoints textbooks as study material. These can be purchased through the club, the Waypoints website or you may find them second hand from other students or online. You will require a kneeboard for your flying and an iPad with OZrunways is permissible during cross country's and hour building.

What planes will I train in?

The club operates 7 aircraft and owns 4 of them. Most manoeuvre training and flight tests are carried out in the PA38's as they provide a reliable cost-effective platform for CPL training and testing. Most people opt to do some of their cross country's in the Archer this will add a little to the overall cost of your CPL. Some people also choose to do a cub and tailwheel rating during their hour building training to add diversity to their skill set.

What does a lesson cost?

The cost of a lesson is made up of aircraft, instructor, Airways and council/airport landing fees. Cost per lesson will vary depending on length and any ground tuition or briefings. As a general rule most local training flights will be around 45 to 50minutes long.

Example	Briefing time 30 minutes <i>(\$55per hour)</i>	\$27.50
	Aircraft Hire dual <i>(\$235 per hour Tomahawks and Cessna 150)</i>	\$211.50
	Timaru Landing fee <i>(council fee per lesson)</i>	\$5.00
	Total:	\$244.00

When your up to solo revision flights its quite normal for some flights to drop below \$150 even.

As a large part of CPL training is cross country flying a typical CPL cross country would be:

Example	Aircraft Hire dual (200nm approx. 2.5 hours) <i>(\$235 per hour Tomahawks and Cessna 150)</i>	\$587.50
	Landing Fees	\$30.00
	Airways and Tower Fees	\$34
	Total:	\$651.50

Private Pilot Information

What is the total cost?

Cost will vary student to student, some struggle with certain components and need extra flying or help. Some people also embrace the club flying and get involved in competitions and fly-aways as students and this will add to the base cost but it will also add to your experience and competence come flight test.

Estimated Cost for Commercial Pilots Licence with us:

Instructor Ground Tuition and Briefings	15 Hrs	\$825
Cross Country Flying Dual	15 Hrs	\$3,375
Cross Country Flying Solo	15 Hrs	\$2,925
Cross Country Flight Test	3 Hrs	\$705
Low Flying Dual	5 Hrs	\$1,175
Low Flying Solo	5 Hrs	\$975
Night Flying Dual (<i>optional</i>)	5 Hrs	\$1,175
Night Flying Solo (<i>optional</i>)	5 Hrs	\$975
Mountain Flying Dual	5 Hrs	\$1,175
Simulated Instrument Flying Dual	5 Hrs	\$975
CPL Manoeuvre Flying Dual	10 Hrs	\$4,700
PIC Hour Building	57 Hrs	\$11,115
Landing and Airways Fees		\$1,000.00
6 CPL examinations		\$939.12
CPL Flight Test		\$840.00
CAA License Application fee		\$230.00
	Total:	\$33,104

All pricing above is GST inclusive and is subject to change with all providers, Aspeq who administer the examinations review their pricing annually and adjust for inflation. The club will also move pricing as required to reflect fuel prices and current maintenance costs. Flying Rates quoted are for the PA38's or C150 and based on having 60hours at time of PPL flight test.

How do I start?

Easy! Call us or pop into the club and ask for an instructor, we'll get you to fill in a membership form and grab some details to create you a log in for the booking system. We'll also book you in for an assessment flight and make you a personalised training plan to get you started.

Call us on: [03 688 2355](tel:036882355)

What is South Canterbury Aero Club?

South Canterbury Aero Club is a non-profit incorporated society owned and governed by its members. Our day to day and flight training operation is staffed and managed by our highly skilled and experienced flight instructors lead by our CFI/Manager.

We own 4 aircraft, our clubrooms, bar, and hangar. We employ between 2 and 4 instructors at any one time for our students and members. Our members pay an annual membership of \$180.00 and in return receive a discount on aircraft hire of \$30 per hour. We also have access to another 3 special and interesting aircraft for additional training and fun through our generous members.

Aviation training in South Canterbury first began in 1930 at Washdyke, then moved to the Saltwater Creek Airport in 1932. The Timaru Air Pilots' Club fostered private flying, training and competitions which later became the club we are today. In November 1946, the South Canterbury Aero Club (SCAC) was officially registered and incorporated as a non-profit incorporated society. The club operated two Tiger-moths ZK-ALJ (an ex RNZAF trainer NZ676 purchased by the club) and ZK-ALQ. The Tigers were regularly seen taxiing across State Highway 1 from the Saltwater Creek Aerodrome to the petrol station to refuel.

Important tips:

1. Lead your own training and learning, become familiar with Advisory Circular 61-5. It is essentially the "how to" on attaining your CPL, know what you need to achieve. Learn and identify your own weaknesses and what you want to work on.
Visit: https://www.aviation.govt.nz/assets/rules/advisory-circulars/AC061_5.pdf
2. Read the Club Flying Rules, they're a guide on how to operate club aircraft and what is expected of us with our privileges of being SCAC pilots.
Visit: <https://www.scaeroclub.co.nz/club-flying-rules>
3. You'll end up with a lot of paperwork and notes. Invest in a large binder with dividers and use this to keep all your briefing notes, KDR's and exam passes in.
4. Focus on flying efficiently, checks done promptly and smoothly. Approaches made safely on the most direct and standard route. You will also save yourself a lot of money if you can master the skill of efficient operations.
5. After your exams you'll get KDR's (Knowledge Deficiency Reports), complete these immediately and get them signed off, this way your exam is complete and you don't have to spend hours later on going through all of them again.
6. Learn your checks – you'll be given a checklist and mnemonics to learn for your aircraft, learn these off by heart at home. The aircraft charge whilst the engine is running, you can save yourself a lot of money by knowing your checks and fluently carrying them out.
7. Pace yourself, its not a secret that flying isn't a cheap hobby. Don't burn all of your funds too quickly or let your account get behind as it can throw the brakes on your progress if you need to stop flying to build up funds again.

Private Pilot Information

8. Be prepared; come to each lesson knowing what you're going to be doing. Your instructor should tell you what lesson is coming next and provide you with briefing notes to have a read through at home before your next flight.
9. Arrive early, arriving 15 minutes before your flight allows you time for a pre-flight, a chat and a coffee. Pilots are a social bunch after all. If you do arrive late you may find the instructor has to shorten your lesson to stay on time.
10. Never stop learning, learn to recognise faults in your flying and ask yourself how and why. The biggest parts of being a pilot is self-reflection and diagnosis leading to improvement.
11. Once you've achieved your licence don't stop learning. Challenge yourself, learn to fly another plane, get involved in competitions, try tailwheel flying, learn to fly the Nanchang or a warbird, learn aerobatics or undertake spin recovery training. The licence is only a step on the road of a diverse and rewarding hobby or career.
12. Have fun with it, there's no point flying if you're not enjoying it. Don't take yourself too seriously, learn to laugh at your mistakes and frustrations. There are very few gifted pilots the rest of us work hard to achieve proficiency but do it with a smile.

I look forward to flying with you and helping you achieve your goals

Aaron Pearce
Chief Flying Instructor
South Canterbury Aero Club