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Introduction



Australian trained pilots are held in high regard around the world because of Australia's high training standards. Australian pilots can be found at the controls of major airlines world-wide.

Flying is the greatest adventure and becoming a pilot is one of the most exciting and rewarding careers.

In Australia, to obtain a commercial pilots licence you must be 18 years old. To obtain a private pilots licence you must be 17 years old and to obtain a students pilots licence you must be 16 years old.

A strong educational background in Mathematics, Physics and English will help if you want to become an Airline Pilot. English is the international language of aviation.

ICAO is the International body regarding Aviation and Safety and each country has their own Civil Aviation Regulator. In Australia, we have CASA (Civil Aviation Safety Authority) and CASA follow or base their standards on the ICAO standards but all training at the AFTC is for a CASA licence which is ICAO recognised. **CASA** has the primary responsibility for the maintenance, enhancement and promotion of the **safety of civil aviation** in Australia.

Why train at the AFTC?

The AFTC is a subsidiary of Flight Training Adelaide Pty Ltd (FTA) one of the world's finest airline pilot training schools employing 136 staff and providing flying training and residential facilities for up to 200 airline cadet pilots from many of the world's best airlines. FTA has a long and successful tradition in airline pilot training. Current customers include QANTAS, Cathay Pacific, Dragonair, Emirates, and JAL Express. These customers recognise the emphasis on flight safety & choice, as well as the quality & cost effectiveness of training.

FTA/AFTC recently launched helicopter training and in its short period of operation has been successful in securing a number of training contracts, including the Hong Kong Government Flying Service as well as the Rescue and Salvage Bureau of China.



The Adelaide Flight Training Centre (AFTC) can provide approved training for most Australian Civil Aviation Safety Authority (CASA) Licences & Ratings including a Commercial Pilot Licence and Command Instrument Rating (multi engine endorsement) as well as delivering Instructor training via FTA's own instructor scholarship programs.

The AFTC currently have Grade 3 Instructors from Cathay Pacific's Instructor Scholarship program and will manage their transition from Grade 3 Instructor level to Grade 2 Instructor level. AFTC is committed to continuous staff development, across all disciplines, and invests heavily to ensure the application of 'best practice' at all times.

Cultural awareness is paramount at FTA and the AFTC. The College is entrusted with training and caring for cadets of diverse nationalities.

Flight Safety is an overriding consideration and permeates every aspect of life at FTA and the AFTC. The safety culture is instilled in all staff and students through an on-going process of formal instruction, debate and scrutiny.

FTA carries out the majority of aircraft maintenance for FTA/AFTC aircraft within its own workshops located at Parafield. The attention to detail applied by the engineering staff has resulted in an excellent record of safety and dispatch reliability.

FTA/AFTC has 46 aircraft plus 2 more Schweizer 300CBi helicopters due to arrive soon.

Our training/courses are fully approved by the Australian Civil Aviation Safety Authority, Commonwealth Register of Institutions and Courses for Overseas Students (CRICOS, registration number 02649J).



The AFTC is also accredited to the International Quality Standard AS/NZS ISO 9001:2000 and is approved by the Australian Government's Accreditation and Registration Council as Registered Training Organisation for the provision of education and aviation training for overseas students.



AFTC class sizes are kept small for more personalised training between students and instructor. We limit class sizes to 6 per course.

For more information on why to train at the AFTC please read on further.



Flight Training Licences

The student pilot's licence (SPL) allows you to take flying lessons, including flying solo.

The general flying progress test (GFPT) allows you to carry passengers while acting as a 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 (PPL) allows you to act as a pilot in command in private operations.

A CPL (Commercial Pilots Licence) allows you to fly for financial reward i.e. charter pilot, flying instructors, joy flights, crop dusting, etc.

An ATPL (Air Transport Pilots Licence) is to fly in command of an RPT (Regular Public Transport) aircraft in a Multi Crew Environment - i.e. Qantas etc. If you choose to do your ATPL (Air Transport Pilots Licence) Theory it is frozen until you have accumulated 1500 hours. If Pilots choose not to do their ATPL straight away they remain as Co Pilots of an RPT until they have completed their ATPL Theory.

Adelaide Flight Training Centre

The Adelaide Flight Training Centre is a division of the internationally recognised Flight Training Adelaide Pty Ltd (FTA). It was opened in 1996 to provide both recreational and "self improver" type training to both local and international students, and offers quality training at highly competitive prices. Whether you are interested in the exciting challenge of learning to fly, or in commencing training for your commercial career, the Adelaide Flight Training Centre can assist you with training for an approved Australian Civil Aviation Safety Authority (CASA) Licence standard.



The Adelaide Flight Training Centre is located on the Ground Floor, Air Traffic Control Tower Building, Anderson Drive, Parafield Airport, South Australia. It is opened 7 days a week from 0800 to 1700. Closed Christmas Day, Boxing Day and New Year's Day. Local students can do their training on a part time basis or full time. The AFTC is equipped with its own lecture and briefing rooms, reception, kitchen facilities, toilets, flight planning and meteorological services, with access to FTA resources. Our aircraft and simulators are all first class and are subject to strict maintenance and servicing schedules.



Parafield Airport is approximately 20 kilometres north of the city centre of Adelaide. Adelaide has a population of approximately 1.3 million and offers a diverse range of cultural, sporting and recreational activities. Adelaide is located between the Mount Lofty Ranges and the sea and the climate varies from cool, wet winters to hot, dry summers. The AFTC is close to public transport facilities and a major shopping centre.



For flying training, Parafield offers a unique combination of geographic features, from hilly terrain and populated coastal regions to arid, sandy desert areas and diverse weather conditions. Adjacent to Parafield are visual training areas, abundant uncontrolled airspace, and a range of aerodromes from small private strips to an international airport. In addition to this are facilities to conduct instrument training with a radar primary control zone and with NDB, VOR, ILS and DME and VASIS.

The Aircraft

The Adelaide Flight Training Centre can offer you training on the following aircraft:-



GROB G115B – the German built Grob G115B is a small but advanced two-seater-training aircraft used for local visual flying. It is most functional, cost effective and ever reliable.



CIRRUS SR20– a four-seater, single engine, low wing aircraft with a fully digital avionics suite with one 10-inch Avidyne FlightMax primary flight display and one multi-function display. A Garmin GNS430s provide GPS navigation, conventional radio navigation, and radio communications. The CIRRUS is ideal for cross-country and fair weather flying.



SOCATA TB10 – a four-seater French light commercial aircraft, the TB10 is ideal for cross-country, instrument and night flying.



Beechcraft BE76 Duchess – With two engines, four seats and retractable undercarriage, the Duchess provides a stable platform for asymmetric and advanced instrument flying training.

Simulators

The part task trainers (PTT's) are computer based to introduce basic instrument flying procedures.



Intermediate Instrument Rating training is conducted in the AST300 simulators or Frasca242's. This device is a twin engine, single pilot procedural trainer and is used for developing Instrument Flying skills.

The Staff

The Adelaide Flight Training Centre Manager (Rob Jones) is responsible for the day to day operations of the Training Centre. The Training Centre Manager has support from Senior Flight Instructor's. They provide supervision to our Grade 3 Instructors; most of whom have undertaken a selection process with Cathay and FTA and have completed their Instructor training with FTA.



Getting Started

Trial Instructional Flights (TIF)

If you are uncertain about learning to fly, or if you just want to get airborne to “feel what it is like” before you commence training, then why not take a Trial Instructional Flight. Starting from around \$80 (depending on the aircraft type and actual flight time you choose), you will be given the chance to take the controls once airborne to see how the aircraft works, with the Instructor giving you a pre-flight briefing and letting you observe an aircraft pre-flight inspection.

CASA Aviation Reference Number (ARN)

An ARN is similar to an account number or customer number and it should be quoted whenever you contact CASA. It is your own unique identifier.

You need to complete an application form (Form 1162) - it can be downloaded from [the CASA website](http://www.casa.gov.au/wcmswr/_assets/main/manuals/regulate/fcl/form1162.pdf) http://www.casa.gov.au/wcmswr/_assets/main/manuals/regulate/fcl/form1162.pdf.

You should forward the form, together with a clear and legible copy of one piece of identification to CLARC (CASA Licence and Registration Centre). You can forward these papers by mail to CLARC, CASA, GPO Box 2005, Canberra ACT 2601, by fax to 1 300 737 187 (+61 2 6217 1899 if faxing from outside of Australia) or by scanning and emailing as a jpeg file to clarc@casa.gov.au.

Note – you need to have an ARN before you visit a DAME for a CASA aviation medical examination.

CASA Aviation Medical Examinations

An aviation Medical, by a CASA approved Doctor is required prior to the commencement of a course.

There are two classes of Medicals:-

A Class 2 medical – is a general medical and is recommended for students who are learning to fly purely for their own enjoyment and recreation, and do not intend to train beyond their Private Pilot's Licence.

A Class 1 medical – is for students who intend to obtain a Commercial Pilot's Licence and pursue a career in aviation. This medical will include a hearing and eyesight check up, ECG and blood tests.



You nearest CASA approved Doctor can be located by visiting the web site at www.casa.gov.au.

Student Pilot Licence (SPL)

Students can start flying before they have a SPL. however they must always be accompanied by an Instructor. In order to fly solo students must have a SPL and an Aviation Medical.

To be eligible for an SPL students must be at least 16 years old, able to read, write, speak and understand English. The Australian Government requires all pilots to undergo a security clearance. Before students can be issued with a SPL they must provide CASA with proof of identification and photographs as part of the security clearance process. Students must apply for an AVID (Aviation Identification) or ASIC (Aviation Security Identification Card). The AFTC recommend an ASIC in case students need access to a secure area of a security controlled airport that has Regular Public Transport (RPT) operations. An ASIC is valid for two years before being renewed. An AVID is valid for five years before being renewed. The SPL, AVID and ASIC Application form is available on the CASA website. Search for form639. Please also download the Information Sheet for CASA Application Form 639.

Students must also submit a certified copy of documentary evidence of English language proficiency with the SPL. The standards are as follows:

1. Secondary School Education in Australia or New Zealand or have completed the equivalent in a foreign country where the principle means of instruction was in English.
2. Has worked 3 of the last 5 years in Australia, New Zealand, UK, Ireland, USA and Canada – proof of English language may still be required for Canadians. Please contact CASA for more information or visit their website www.casa.gov.au.
3. Has met or exceeded the English Test requirements as specified by CASA. CASA has determined the minimum scores for several different English language tests from independent testing centres. Each testing centre has an independent scoring system that may not equate to another testing centres scoring system. These are: IELTS, TOEIC and TOEFL.



Test Minimum score

International English Language Testing System (IELTS) general training module (GTM)	Overall grade of 5.5 and no paper lower than 5
Test of English for International Communication (TOEIC). The minimum test scores for TOEIC are: a) listening - 350 b) reading - 300 c) speaking - 160 d) writing – 140	650
Test of English as a Foreign Language (TOEFL) internet based test	71
Test of English as a Foreign Language (TOEFL) computer based exam	197
Test of English as a Foreign Language (TOEFL) paper based	530

Test of English for International Communication (TOEIC) The TOEIC Australia and New Zealand <<http://www.pro-match.com/toeic/>> web site provides information and guidance on the TOEIC, including details on the test, public test centres and centres offering preparatory courses.

It is recommended that the SPL application be sent to CASA as soon as possible. For local students before commencement of training if possible to minimise any disruption to training that a delay in processing the application may cause. Please bear in mind that this process can take from 2 weeks to 3 months. Students are still able to commence their pilot training but are unable to complete their first solo until they have the SPL.

Additional Requirements

Equipment

Students note enrolled on an Integrated (flying/theory) course are required to supply their own equipment associated with their flying and theory training, with the exception of headsets, which are available for use. Other equipment can be purchased from “The Pilot’s Shop” at Parafield Airport <http://www.jwaviation.com.au/pilotshop/>. These items are listed in order of requirement. Please contact The Pilot Shop for pricing.

PRE-GFPT

Student Pilot Kit

Pilot’s Logbook

VTC Chart (Adelaide)

**Pre-PPL**

En-route Supplement (3 monthly) ERSA
VNC Chart (Adelaide)
Planning Chart (PCA)
En-route Chart (ERC)
Navigation Ruler
Navigation Computer (Jeppesen CR-2 Computer)
Navigation Protractor

Pre-CPL

PPL / CPL Kit *for self study*

Optional – recommended for Commercial Pilots – Can use AFTC Copies

Civil Aviation Regulations (includes binder and amendments) (CARs)
Civil Aviation Orders (includes binder and amendments) (CAOs)
Aeronautical Information Publication (includes binder and amendments)

Aircraft Manuals are also available for purchase at the Adelaide Flight Training Centre.

Uniform

As part of the professional culture at FTA/AFTC, students undertaking courses are required to wear a suitable uniform while training. This consists of navy trousers, white shirt, navy tie and epaulettes, black shoes and a navy jumper or flight jacket in winter. Uniforms can be purchased from the AFTC upon commencement.

Flying Training

The “self improver” training route allows students to progress at their own rate, and training can be completed on a full time or part time basis (for local students), and commence at anytime throughout the year. The Adelaide Flight Training Centre operates seven days a week, with weekend training available. Theory courses are available depending on numbers. Unless participating in the AFTC Theory Courses, self-study is required to reach the level of knowledge needed to achieve the appropriate licences and pass the exams.

Basic Flight Training Course

The General Flying Progress Test (GFPT) is the first stage of training which teaches the student about the basics of flight, and familiarises them with Parafield’s local training areas.

Before a student can fly solo they must have Current Class 2 or 1 Medical and an SPL. Students must also complete a Pre-Solo Air Law exam and a Pre-



Solo Radio exam. These exams are approx. 90 mins in length and cover basic radio calls, flight rules and airmanship.

Before a student can fly solo in the training area, they need to pass the Pre-Solo General exam and the Aircraft type exam. The Pre-Solo General exam covers aerodynamics and aircraft general knowledge. The aircraft type exam covers information specific to the type of aircraft that you are flying. This information is found in the Aircraft Type Manual and covers such things as engine requirements, emergency procedures and weight and balance.

Once the student is ready, they complete their first “solo” flight. While the time taken can vary, on average it takes a student approximately 35 hours of flying to reach this level.

On completion of the first “solo”, flight training will be split between flying with an Instructor to further develop skills, and flying solo. During this phase students must pass the Basic Aeronautical Knowledge (BAK) theory examination, and complete their GFPT with an approved testing officer.



Once the student has passed the GFPT, they can then act as pilot in command of an aircraft and carry non-paying passengers, within the designated training area and within 5 miles of Parafield.

Private Pilot’s Licence (PPL)

Once students have passed the Radio Operators Licence Exam and GFPT, they may continue training to reach their PPL. In this phase of training students undertake navigation training, and will learn and improve skills and airmanship needed to fly to other airfields, including fuel management, radio communication and air traffic regulations.

To obtain the PPL itself, students will need to pass the PPL (Aeroplane) theory examination and the PPL flight test, which is completed with an approved testing officer.

Students are strongly recommended that before sitting the PPL theory exam, they sit and pass two practice exams that can be obtained through the Adelaide Flight Training Centre.

During the flight test, the student will be expected to show competent skills, especially in navigating, radio communication and airmanship, and safe planning of a flight involving at least two landings (or turning points) en-route.



Based on the minimum Australian CASA requirements, students will need at least 20 hours flying training from GFPT (CASA minimum is 40 hours) to achieve PPL standard. Included in these hours are the following:

- 5 hours be cross country including one flight at least 150 nautical miles from departure aerodrome with take-off and landing at least two aerodromes en route
- 5 hours general flying as pilot in command with at least 2 hours in the circuit, and
- 2 hours instrument time.



A pass in the PPL flight test enables the student to fly a single engine aeroplane below 5700kg during the day in good weather anywhere in Australia. The Pilot is NOT allowed to fly for hire or reward but may split the cost of the aircraft flight with passengers. You will need further study to enable you to fly aircraft with Retractable Undercarriage or a Constant Speed Propeller. Some students may complete the Private Pilots Licence within six months of full time study.

A PPL requires a flight review with a qualified Instructor every two years.

The Class 2 is valid for 4 years for pilots under 40 years of age. The Class 2 is valid for 2 years for pilots over 40 years of age.

The CASA requirement for a PPL is 40 hours but students can take from 60-70 hours to reach the CASA standard. The timeframe to achieve this could take from 6-8 months if flying every day. This is an indication of what a full-time student could achieve based on their ability, frequency of flying, weather and aircraft availability.

Commercial Pilot's Licence (CPL)

If students decide that they want to follow a career in aviation once they have obtained a PPL, then the next thing to do is to get a Commercial Pilot Licence.

The Commercial Pilot's Licence enables the pilot to fly:

- A single-pilot aeroplane as pilot in command while the aircraft 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 (RPT).
- An aeroplane as co-pilot while the aeroplane is engaged in any operation.



Please note that the above picture details a student doing a night rating as part of their CPL. This is not a specific requirement – it is up to the student if they wish to do a NFVR as part of the CPL.

CASA minimum requirements for a Commercial Licence

- At least 18 years old
- Speak, read, and understand English
- Hold Flight Radio Telephone Licence (Part of PPL Test)
- Passes in all 7 of the theory subjects:
 - Aerodynamics CADA
 - Aircraft General Knowledge CYSA
 - Flight Rules & Air Law CLWA
 - Human Factors CHUF
 - Meteorology CMET
 - Navigation CNAV
 - Operations Perform. & Flight Plan. CFPA
- Minimum of 70 hours as Pilot in Command (PIC)
- 20 hours cross country
- 10 hours instrument flight time
- Commercial Flight Test.

Under present CASA rulings, there are two different ways of achieving a Commercial Licence:

- 150 Hour Syllabus – integrated course – study for theory subjects is undertaken concurrently with flight training (minimum flight hours detailed above).
- 200 Hour Syllabus – theory subjects can be completed independent of flight training.



200-Hour Approved Training Course

- 200 hours total flight time flown during the approved training course which includes;
- 100 hours flight time as Pilot in Command (Solo)
- 20 hours cross country time as PIC
- 10 hours instrument flight time

*For students who have previous flying experience (outside of Australia) and want to convert a licence or use these hours towards an Australian CPL.

The AFTC are able to assist students regarding their flight training requirements for their particular aviation authority to ensure a smooth conversion to their own country's licence.

The timeframe to achieve a CPL could take from 10-12 months. This is an indication of what a full-time student could achieve based on their ability, frequency of flying, weather and aircraft availability.

Other Endorsement or Ratings

Other endorsements and ratings are also available through the Adelaide Flight Training Centre. Here listed below are a few of the options that you can incorporate as part of your training.

Night (VFR) Rating

This rating allows you to act as pilot in command at night in Visual Meteorological Conditions (VMC). This rating encompasses both aircraft handling and navigating at night. The Night VFR rating will let you fly at night providing the weather is good. The AFTC has a NVFR Theory Exam. Students will be required to have a Flight Test with an Authorised Testing Officer. If students choose to do their NFVR as part of the CPL then the flying can be included in their CPL training (refer picture above). Student will just need to pay for the Flight Test and an Authorised Testing Officer. Flying hours are 12 plus 6 simulator hours. This can take approximately 3-4 weeks to complete. This is an indication of what a student could achieve based on their ability and availability, weather and aircraft availability.

Command Instrument Rating (CIR)

This rating allows you to act as pilot in command in Instrument Meteorological Conditions, i.e. flying in cloud. This can be completed on either a single or multi engine aircraft.

A pass in a CASA **IREX** theory exam is required for this rating.



CASA minimum for Command Instrument Rating

- 50 Hours PIC cross country
- 40 Hours Instrument time (20 Hours must be in flight)
- 20 Hours Cross Country Instrument
- 10 Hours Dual Instrument
- 10 Hours Night Flight

A pass in the Command Instrument Rating flight test enables the pilot to fly in cloud during the day or night. An average of 3-4 months should be allowed for the Command Instrument Rating bearing in mind that the theory component should be completed before the flying phase commences.

The CIR with a multi engine endorsement is only available for students who have done their CPL training with the Adelaide Flight Training Centre and is offered subject to availability of resources. If you are interested in a CIR-SE endorsement please enquire with the AFTC.

The timeframe to achieve a CPL/CIR could take approx. 16 months. This is an indication of what a full-time student could achieve based on their ability, frequency of flying, weather and aircraft availability.

Instructor Rating

FTA runs Instructor Rating programs on a needs basis. Please contact the Business Development Officer for more information.

Theory

Unless participating in the AFTC Theory Courses or an Integrated Program, self-study is required to reach the level of knowledge needed to achieve the appropriate licences and pass the exams. Ad hoc theory courses are run from time to time depending on student numbers.

The AFTC can assist with the bookings of CASA theory examinations; however students are responsible for their own theory study. Should a student require private theory tuition it is the responsibility of the student to arrange and pay for any such tuition with the Adelaide Flight Training Centre.



Flight Training Prices

Training can be tailored to suit individual requirements for those who have had previous flying experience or for those that require certain hours for the aviation regulator in their country.

Please contact us for more detailed information on training costs etc.

CASA Fees

CASA have outsourced the delivery of exams to Assessment Services Pty Ltd (ASL). Their web site is: <https://www.aslexam.com/tol/default.aspx> . For more information on CASA Fees please visit the CASA web site: www.casa.gov.au

Payment Terms

Training payments are to be paid in advance of flying or as flown. No flying will take place on credit.

Learning Resource Centre



The Learning Resource Centre (LRC) is located next door to the FTA College. It offers a wide range of aviation text, magazines, fiction books, videos, CD's, DVD's, 8 computers with internet access, flight simulators, and air-band scanners. There are also areas available for personal study.

LRC hours

Monday	0845 – 1730
Tuesday	0845 – 1730
Wednesday	0845 – 1830
Thursday	0845 – 1830
Friday	0845 – 1330

The LRC is closed weekends and public holidays



Conclusion

The Adelaide Flight Training Centre offers you a unique combination of quality flying training, a comprehensive theoretical base, a well maintained fleet of modern aircraft, and a standard of professionalism that only the best can give.

For more information, please contact Mrs Jean Mills (details below):

Jean Mills
Business Development Officer
Flight Training Adelaide
Hangar 54, Kittyhawk Lane
Parafield Airport, SA, 5106
Phone: + (618) 8209 4300 (Reception)
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E-mail: - jmills@flighttrainingadelaide.com

Contact details for Mr Rob Jones (AFTC Manager)

Ground Floor Control Tower Building
Anderson Drive
Parafield Airport SA 5106
Phone: +(618) 8209 4355 (AFTC)
Direct: +(618) 9209 4352 (Mr R Jones)
Email: rjones@flighttrainingadelaide.com