

Training towards the
Commercial
Pilot Licence



Welcome to the Tauranga Aero Club. We hope that you enjoy your time with us and get as much from your flying as we have from ours. This guide was produced by the instructors at the aero club to answer some of the more frequent questions we get about obtaining a Commercial Pilot Licence (CPL).

What can I do with a CPL?

With a PPL you are able to carry passengers with you when you fly, although you are not able to charge for your services. However with a CPL you are able to fly an aircraft with passengers for hire and reward. This means that you are able to work as a pilot in a commercial setting and get paid for your work. Along with this you maintain all the privileges of your PPL licence.

How old do I have to be to start training?

In order to sit the flight test and apply for the licence you must be at least 18 years old.

What medical requirements are there?

Unlike your PPL licence for the CPL licence you will require a class one medical certificate. This is issued following a medical examination by a Civil Aviation Authority designated medical examiner. There are currently two designated medical examiners in the Tauranga area – Bethlehem Medical Centre and Te Puke Medical Centre. The medical requirements for a Class 1 medical are not onerous and there is more focus upon eyesight however glasses are usually ok.

What Flying Hours Do I Need to get My Licence?

Before you can sit your final flight test you must have logged the following minimum flight hours:

200 hours total flight time.

100 hours total solo flight time.

30 hours of cross country navigation (20 of which are greater than 200nm long).

10 hours dual instruction in instrument flying.

5 hours dual instruction in basic mountain flying

If you wish to fly at night, you must also complete 10 hours of night flying which must include at least 4 hours of dual instruction and 5 hours of solo flight. Night flying is optional and not required for the issue of a NZ CPL.

What Exams Do You Have To Pass?

You must pass CPL level written examinations in the following:

- Air Law.
- Meteorology.
- Navigation and Flight Planning.
- Aircraft Technical Knowledge.
- Human Factors.
- Principles of Flight

The level of difficulty of the exams is a step higher than the PPL exams and will require thorough study. Study guides are available for each subject, and the exams are taken on a regular ongoing basis in Tauranga city. The study guides cost about \$70 each and exams cost \$153 per sitting. As well as the study guides, aero club instructors can run night classes to coach you in each subject. Your instructor at the aero club will show you how to obtain the study guides, the required equipment for each exam, and how to apply to sit each examination.

We recommend that you begin studying for your first exam once you start your training as to complete the ground theory in a timely manner.

Are There Any Other Requirements?

You must undergo the CAA Fit and Proper Person assessment process. Under New Zealand law, all applicants for a pilot's licence must demonstrate that they have an acceptable respect for the law. Minor criminal convictions and traffic offences are not a problem, but if you have something more serious in your past it may be a good idea to undergo this check prior to spending money on flight training. The check is carried out in complete confidence by the CAA. This must be no older than 3 months old before sending it off to CAA with your licence application.

At the conclusion of your flight training you are required to pass a practical flight test in an aeroplane with a CAA authorized flight examiner. Similar to a drivers licence test with wings.

What is the Tauranga Aero Club?

The Tauranga Aero Club is an incorporated society, similar to a well-established baseball team or football club. Although the club is run along commercial lines there are no shareholders and it does not exist to make a profit. The club is administered by a committee which is elected by the club members. The club operates four aircraft – three two seat trainers and a four seat cross country machine. It also has access to several other light aircraft through commercial agreements, including twin engine aircraft. The club rooms consist of the hangar, offices, briefing room, showers and kitchen facilities, fully licenced bar, and the club rooms themselves. Three full time flying instructors are employed by the club and are on duty seven days a week (we close Christmas day and some statutory holidays)

The aero club movement was established shortly after WWII. At the time its charter was to “promote aviation to the wider public”. This still remains a foundation of the club charter today, although aviation is well established in today's society and there is probably less need to promote the new, exciting, and slightly crazy fad of charging around the sky in biplanes. The club exists today to give access to aircraft at a reasonable cost to club members, as a social club, a commercial operation, to provide a career pathway for young instructors aspiring

to an airline career, and to introduce as many people as possible to the joy of learning to fly.

Membership of the club is deep and varied. Many club members are private pilots, but there are also 30000+ hour topdressing pilots, active domestic and international airline pilots, retired 747 training captains, flying instructors, aircraft engineers, and all manner of aviation buffs. The bar is open on club nights every Friday and Sunday and you are welcome to come along and talk shop.

How Does Flight Training Here Work?

When you are ready for your first lesson, contact us and book yourself in for a lesson. A lesson consists of a 30 minute power point briefing in the briefing room, followed by a 45 minute flight, followed by a short debrief. You should allow two hours for each lesson. You can fly any day of the week, subject to weather and other students booking aircraft in ahead of you. When training towards your CPL navigation legs you can hire an aircraft and use your PPL privileges for solo hour building.

You can train as fast or as slow as you like. An optimum pace is two lesson per week. This gives you time between lessons to absorb what was taught in the previous lesson and prepare for the next one. Others have more time on their hands and train full time. A CPL can be completed in about 2-3 months if you work hard and are good at studying for and sitting exams.

How Much Does it Cost?

Flying lessons are paid according to the amount of time the aircraft engine is running, as recorded by an air switch meter in the aircraft. Our current dual instruction rate is \$255/hour of engine run time if you are a member, and \$310/hour for non-members. Solo rates are \$210 for members and \$265 for non-members. Membership costs \$140/year and we welcome new members. Also, there is a \$45 per hour charge for any preflight briefings (not all flights involve a preflight briefing). Most briefings are around 20minutes therefore each one will only cost around \$18.

As Tauranga is a controlled aerodrome, all aircraft landing here must pay a landing fee (for the owner of the airfield – your friendly local council) and airways fee (for air traffic control). For the two seater trainer this works out to \$4.60 and \$9.00 respectively. So, for a 42 minute dual training flight expect to pay the following:

Ground briefing	-	0.4 hours @ \$45/hour = \$18
Airborne time	-	0.7 hours @ \$245/hour = \$178.50
Airways fee	-	\$9.00
Landing fee	-	\$4.60
Total cost	-	\$210.1

A Class 1 medical will cost approximately \$750.

Theory exams cost \$153 each to sit, and you should budget \$200 - \$300 for each subject for all of the study guides and reference material you will need.

Other miscellaneous costs are as follows:

NZ Flying Training Manual - \$99

CPL flight test fee - \$820.20

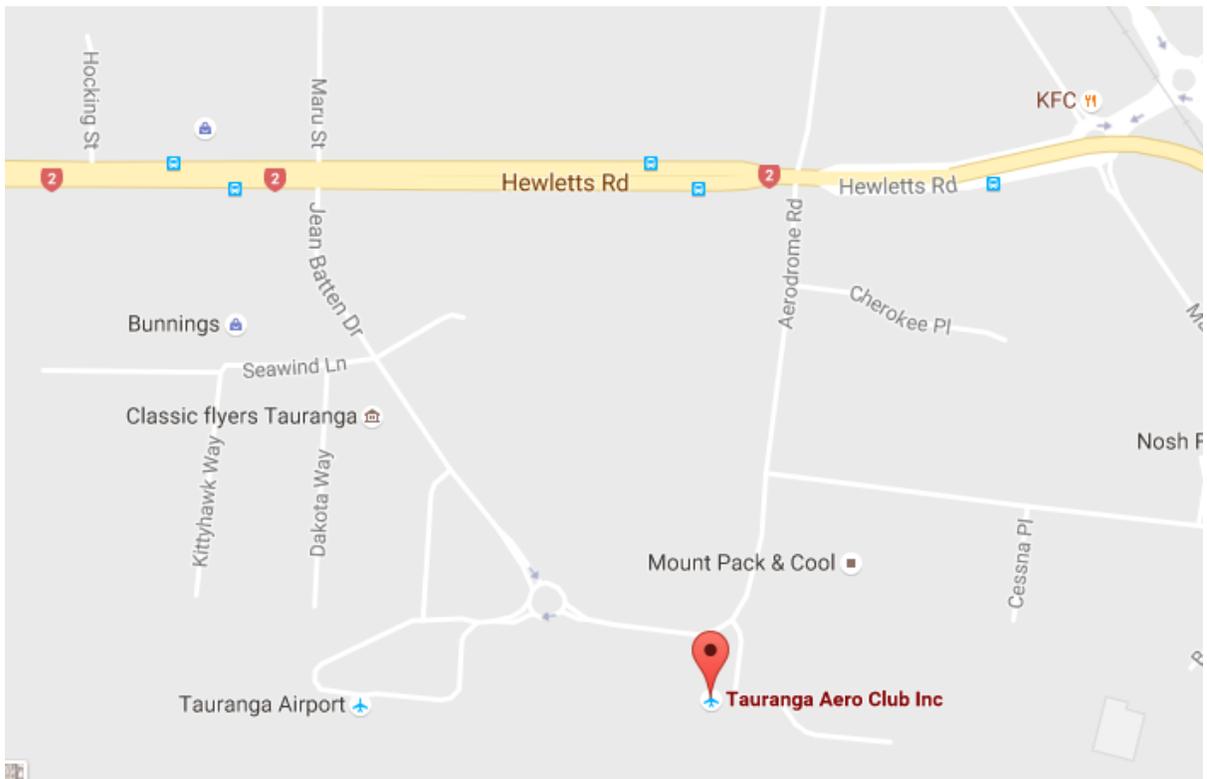
Licence issue fee - \$231

AIP Vol 1- \$163

The total overall cost to get a CPL will vary depending on your progress through the exams and flight training program. From experience, we estimate the total cost for most people is about \$60,000. Some will do it for slightly less than that figure, some will enjoy the scenery more along the way and do it for slightly more. If you budget \$1150 per week, then a CPL can comfortably be completed over a year.

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Estimated Cost for Private Pilot's Licence:

- Approximately 60 Hours Flight Time and Briefings	\$15,500
- Class 1 & 2 Medical	\$750
- Airways and Landing Fees	\$1,200
- PPL Flight Test Fee	\$600
- 6 Exams	\$552
- English Proficiency Test	\$135.50
- Logbook	\$50
- PPL Books	\$331
- A.I.P Volume 4 incl update service	\$140
- Student Pilot Guide	\$15
- CAA Licence issue fee	\$231

Total: **\$19,504.50**

Estimated Cost for a Commercial Pilot's Licence:

- Additional 140 Hours Flight Time	\$35,700
- Airways and Landing Fees	\$3,000
- 6 Exams	\$918
- CPL Flight Test Fee	\$820.20
- Briefing Charges	\$350
- CPL Books	\$250
- A.I.P Volume 1	\$163
- Commercial Pilots Licence Course Guide	\$15
- CAA Licence issue fee	\$231

Grand Total: **\$60,951.70**

This estimate is based on 200 hours total time. This is usually achieved by our students. Please remember that flying is competency based, total cost may vary. All of the above prices are subject to change without notice and include GST.