



MELBOURNE FLIGHT TRAINING

Introduction

Thank you for your inquiry about Flight Training with us at Melbourne Flight Training. We are absolutely committed to providing the highest quality Flight training in a supportive environment. We will deliver a team of highly motivated and experienced instructors. The staff are backed up by a diverse fleet of impeccably maintained Aircraft, and a highly advanced Flight Simulator. I own the Business and I need you to complete your training to the very highest levels of satisfaction. Our Company does not undertake paid advertising. We need you to have a satisfying experience with us at Melbourne Flight Training and “spread the word”. We are committed to the Continuous Improvement of our Company. I urge you to provide me with feedback during your training and afterwards. If you have any concerns at all during your training, you are welcome to call me any time, on any day, on 0418772013.

Let me start by answering some of the most common questions. If this information leaves any unanswered questions please email me on glen@melbourneflighttraining.com.au and I will respond to you promptly.

Cheers. Glen.

Is learning to fly easy?

Quite seriously, learning to fly is a relatively straightforward process. Despite the popular misconception, it does not require higher levels of Maths or Physics, in fact, providing you can read, write and understand English and you have average hand eye co-ordination you should find it relatively straightforward and very rewarding.

Like most things in life, if you want to do it well, it will require a higher level of application. The more extra study you commit to, then the more cost effective and rewarding your training will be. Importantly, you will also be safer!

What is the first licence that I would work towards?

The first licence stipulated by CASA (Civil Aviation Safety Authority – the Regulator) is the Recreational Pilot Licence (RPL). This licence was introduced in September 2014 and replaces what was previously referred to as the GFPT. To obtain the RPL you will need to complete a minimum of 25 hours flight training of which 5 of those hours must be flown solo (without an instructor). You will also need to be 16 years of age. Experience shows that most candidates will require more than 25 hours. The main determinant will be the regularity of the flying. As with most learning experiences, the more regularly you train, the more cost effective it will be. Each of the lessons towards the RPL consists of a flight of approximately one hour’s duration. During this training you will learn basic aircraft handling on how to fly an Aircraft and to handle Emergency and Non Normal Procedures.

Our policy at Melbourne Flight Training is to realistically price all of our licences. The minimum 25 hours is rarely if ever achieved. The largest determinants of the final cost is without doubt the regularity of flying, and your application.

A summary of the costs for an RPL (based on realistic hours and flying at least weekly)

30 hours dual in C152 @\$330 per hour	\$9900
5 hours solo in C152 @ \$230 per hour	\$1150
Flight Test: approximately	\$1000

Importantly, there are a number of other items that will be required including

Medical approximately	\$250
Headset	\$200 to \$800
Aviation Security ID Card	\$202 (not mandatory, but recommended)
Logbook	\$30
Maps, Charts, Text Books app.	\$500

Therefore you should allow approximately \$13,500 for an RPL.

What will the first licence, the RPL, allow me to do?

After completion of the training and the Flight Test you will be permitted to fly within 25nm (approximately 40km) of the aerodrome and carry passengers. You can undertake additional training and add on various endorsements such as the Controlled Aerodrome Endorsement, Controlled Airspace endorsement (if you intend to fly in and out of such Aerodromes) and the Flight Radio Endorsement. For those that don't wish to proceed to the Private Pilot Licence, you can also add on a Recreational Navigation Endorsement. Most candidates however, generally proceed on to the Private Pilot Licence (PPL). If you elect to navigate on the RPL by adding on the Navigation Endorsement and not do the PPL you will have some limitations. For example you cannot fly a multi engine aeroplane, you cannot fly at night and the RPL is not recognised overseas. For this reason most people will proceed on to the full Private Pilot Licence rather than add the navigation endorsement to the RPL. If you proceed down the PPL route you will need to complete the CASA PPL theory exam. Although the RPL with the Navigation endorsement would avoid the requirement for the CASA PPL exam, Melbourne Flight Trainings preference would be that you follow the path with the CASA exam, as a more thorough knowledge can only enhance Safety and make you a more competent pilot.



I have my RPL but want to continue on to the PPL.

The Private Pilot Licence is the next stage after the RPL. To hold the RPL you need to be 16 years of age, but to hold the PPL you need to be 17 years of age. The legal requirement is an additional 10 hours of training. Please note that this is the legal minimum and is highly unrealistic. In fact most candidates will require approximately 30 hours. All of our pricing is based on realistic hours and not the more frequently quoted but highly unrealistic, minimum hours. This additional 30 hours of training consists of approximately 10 X 3 hour flights, with two of those navigation exercises being flown solo.

This training is the component that teaches you to navigate the aircraft. The training in this component consists of a combination of dual (with an Instructor) exercises and solo (without an Instructor) exercises. The flights are typically of about three hour's duration flight time. During this training you learn how to prepare a flight, interpret weather, learn how to navigate, land on a variety of different surfaces, learn lost procedures, diversions, and Emergency Procedures as well as how to get yourself into and out of, a range of Airports.

The PPL does have a written exam as part of the training. That examination is a 3 ½ hour exam covering seven subjects. Most questions are delivered via a multi choice exam with a required pass mark of 70%. In the unlikely event that you do fail the exam, you are able to reattempt but waiting periods between resits can apply. The subjects studied cover the following seven subjects: Flight Rules and Air Law, Aerodynamics, Meteorology, Navigation, Flight Planning, Human Factors and Engines and Systems. The exam is relatively straightforward and designed for the Pilot intending to fly for recreational purposes only.

The options for the theoretical component are self-study with a number of well written courses available. Alternatively 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.

The Private Pilot Licence does require you to hold at least a Class 2 Medical. This Medical is a fairly straightforward process. The most frequently asked question is, Can I wear glasses? Yes you can, provided they can correct your vision to near perfect.

As an estimate of the additional costs for the Private Pilot Licence, the following is very realistic.

28 hours PA28 (Warrior) @ \$365 per hour dual	\$10,220
5 hours PA28 (Warrior) @ \$265 per hour solo	\$1325
Flight Test approximately	\$1500
Text Books, Maps, Charts, Equipment app.	\$500
Headset (if you wish to purchase your own)	\$200 to \$800

Therefore you should allow approximately \$14,000 for the PPL component.

Self-study is a realistic option for the PPL theory exam with significant amounts of supporting texts available. For those that would prefer to attend a more formal classroom delivery for the PPL theory exam they should plan for approximately 80 hours of contact time at a cost of approximately \$1800.

How do I maintain the privileges of my PPL and what will it cost?

Maintaining your licence is a fairly straightforward procedure.

You will be required to hold a medical. The Class 2 Medical will cost approximately \$250 and is valid for four years.

Every two years you will be required to conduct a Flight Review. This is a dual check conducted by the school and would typically vary in duration depending on the frequency of your flying. I suggest that this Flight Review would rarely cost more than \$1000, and should be substantially less.

The other requirement being that you have completed three take-offs and landings in the last 90 days if you intend to carry passengers. For most pilots this requirement will usually be met as part of their normal flying.

If any of the above expire they need a fairly simple reactivation process, which generally involves a brief flight with an Instructor.

Effectively, your licence lasts forever but there are “recency of use” requirements.



I want to proceed on to obtain a Commercial Pilot Licence

Many of our customers join us wanting to continue on and make a career as an Airline Pilot, Flight Instructor, Testing Officer etc. These candidates will continue on with their training. That training will require a total of 150 hours (with 70 flown solo) as a legal minimum and all of your previous flying in the RPL and PPL can be counted. You must be 18 years of age at the time of the flight test.

As with the PPL there is a theory component. The theory consists of the same seven subjects as in the PPL but this time they have individual subject courses and exams.

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. Typically each subject takes approximately 40 hours of contact time. It would be realistic to allow two to three times that amount if you elect to self-study. All exams must be completed within a two year time frame.

An indication of the costs required towards the CPL would be,

40 hours solo C172 @ \$273	\$10,920
20 hours solo C182 @ \$345	\$6,900
25 hours dual C182 @ \$445	\$11,125
CPL Flight Test approximately	\$1,800
CASA exam fees for 7 subject's app.	\$1,000

Therefore the additional CPL requirements will cost approximately \$32,000. When combined with the \$13,500 for RPL and \$14,000 for the PPL, it would be prudent to allow up to \$59,000 for the full Commercial Pilot Licence Course from start to finish. An additional allowance of \$3,500 should be made if you intend to join formal classroom delivery of the 7 CPL theory subjects rather than self-study.

I emphasise that all pricing I am providing is very realistic.

I've decided to start flying what will my first lesson be like?

This is a fairly typical scenario of your first lesson.

Arrive at the school and have an introduction to your instructor.

This will be followed by a 40 minute briefing exercise on "Effects of Controls". This is basically a briefing on how lift is generated and the basics of how to fly an aeroplane.

The next stage is to "sign out" and head out to the aeroplane. The next 20 minutes will consist of the "pre-flight inspection" and completing the associated administration.

Your flight lesson then begins. It will last for approximately 1 hour and most of the lesson will be spent with you flying the aircraft under instruction from one of our staff. Most likely, you will have more "hands on time" than the instructor. At the completion of the lesson you close off the paperwork, secure the aircraft and attend a debriefing that will typically last anywhere from 20 minutes to an hour.

I have made up my mind, and I want to start, what paperwork needs to be done?

The answer is, nothing initially.

Assuming you are sure you want to start flying. You should do the following.

Go to www.casa.gov.au and download form 1162. This is the application for an ARN (pilot licence number). There is no charge for the issue of an ARN. Complete the

form and send it off. Approximately two weeks later, you will receive your ARN in the mail.

Once you have received the ARN “search for a DAME” (Designated Aviation Medical Examiner). Book in for a Class 2 medical (RPL and PPL candidates) or a Class 1 medical for those doing a CPL. Make sure you take your ARN number to the medical. You should allow approximately 1 month for the issue of your Aviation Medical. Budget on approximately \$250 the Medical

Although not mandatory, another consideration would be to download form 498 from the CASA website. The ASIC application is your Security Clearance Card. The cost is \$202. This will mean that you can go airside without being escorted. Although not mandatory, most students will obtain one of these.

Importantly, none of the above are required to commence training. The requirements become mandatory at about your fifteenth lesson when you go solo. You need to ensure that you initiate the process approximately 6 weeks to 8 weeks before your anticipated date of your first solo flight. This will ensure sufficient time for your ARN and medical to be processed.



My suggestion would be that you at least experience a couple of lessons to ensure it is right for you, before spending money on medicals, ASICs etc. For those that intend to fly more than once a week, you will need to initiate this paperwork earlier to ensure you have it back by your fifteenth lesson.

I'm currently overseas and wish to train at Melbourne Flight Training, is that possible?

We welcome Overseas Students and have had the pleasure of training students from China, Fiji, Russia, Japan, Sri Lanka, Malaysia, India, New Guinea, South Korea, France, Hong Kong, Italy, Turkey, Greece, as well as many other countries. The majority of these students have returned home to successful careers with their National carriers.

We are a CRICOS approved school which is the Government Approval to train overseas Students. Our CRICOS number is 02844F.

Importantly, our Company does not deal with Agents or Marketing Companies. These organisations require us to pay substantial commission fees which are charged on to the Student. We do have an International Student Manager and they are available to offer you substantial support both before and after your arrival.

If you are intending to join us at Melbourne Flight Training and are coming from overseas you should contact our International Student Manager on ism@melbourneflighttraining.com.au. Our ISM will forward the requirements through to you.

I have my Pilot Licence, can I hire aircraft from you?

Of course. In fact we maintain a larger fleet than would be normal practice in this Industry. This allows us to make aircraft available to you for Private Hire. Most of our Competitors will stipulate minimum hours to be flown per day. Fortunately due to the size of our fleet we are able to make our aircraft available to you without these minimums. When hiring aircraft you are only charged for the hours that the engine is operating.

Are there any “hidden costs”?

There are no hidden costs. Our rates are all inclusive. We price all licences on the flight hours that you can realistically be expected to achieve. On occasion our pricing may appear to be more expensive than our competitors. This is not the case. Our competitors will generally be pricing all licences on the more unrealistic minimum hours that cannot be achieved.

Our competitors usually add landing fees on to the cost of the flight. These landing fees can vary from about \$15 per flight to over \$100 per flight. All landing fees are included in our rates.

In a similar manner, our competitors will only refund fuel costs at the current Moorabbin Airport rate rather than the actual price you paid when you were at a location away from Moorabbin. This could be as high as an additional \$30 an hour. At MFT all fuel irrespective of where you refuel is included in our rates.

All our pricing includes all expenses required for the course, including fees to CASA, exam fees, equipment, theory courses, books etc. Any expense that you will incur in Pilot training is reflected in our costings.



I started my training at another organisation but wish to continue on with Melbourne Flight Training, is that possible?

Yes you can. In fact 2/3rds of our students now come to us after commencing their training with another Provider and then transfer to us for the continuation and completion of their training. This is an area that we specialise in. We will make the transition as smooth as possible, and all of your previously obtained hours will be fully accepted.

Why should I select Melbourne Flight Training over the other 200 schools in Australia?

Quite simply, as the Owner of the Business I am absolutely committed to Melbourne Flight Training offering you the best experience of any Flight Training Organisation in Australia. I appreciate that every schools marketing material makes promises. At MFT, we will keep them. If you have any concerns during your training, speak to me.

MFT will stand behind every promise that I make. We will offer a modern and uncompromisingly maintained fleet of aircraft. We will back them up with an Industry leading ratio of experienced Grade One Instructors. We won't make promises we can't keep. We will give you honest advice on what is best for you, and we won't "upsell" you.

Can I fly at a few different schools to compare and help me make a decision?

For students working towards a PPL this is not such an issue. However, if you are intending to train through to a Commercial Licence, the issue becomes a little more complicated. In layman's terms there are two different Commercial Licences. The 150 hour course and the 200 hour course. The 150 hour course obviously contains 50 less hours and is also GST exempt. Most pilots will obviously choose the more cost effective 150 hour course.

If you are on the 150 hour course, all training must be conducted by a School with that approval. Technically if you train at a school without the approval you will not be eligible to join that course at a later date and you would be forced onto the more expensive 200 hour course. To summarise, if you are pursuing the 150 hour qualification, all flying training that you wish to count towards the 150 hour course must be done at a school with the approval. If changing between schools it requires your records to be transferred. As you will appreciate this can be challenging from an administration perspective. There are also considerations of standards and standardisation.

If you commence a course at a school it is relatively easy to change your training provider if it is intended to be a permanent change but the system isn't really set up for a "try a few schools to help you decide" scenario.

You would be best to try and make an informed decision from the start and stick to that decision wherever practical and provided you are satisfied with the standard of training being delivered.

Tell me about your fleet of Aircraft

Melbourne Flight Training aims to offer a diverse fleet of Aircraft. We currently operate Cessna 152, Cessna 172, Piper Warriors, Cessna 182, Piper Arrow, Piper Seminole, Partenavia, and the aerobatic Super Decathlon. These include 2, 4 and 6 seat aircraft, single engine and multi engine aircraft with the Super Decathlon used for tailwheel and aerobatic training. Our fleet is one of the newest of any flying school 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.



What other qualifications can I obtain at Melbourne Flight Training?

If it's an additional qualification that you are after, then you have found the right place. Apart from the RPL, PPL, and CPL we offer Aerobatics, Tailwheel, Night Ratings, Instrument Ratings, Instructor Ratings, Formation Training, and Dangerous Goods Training. If it is able to be offered, we will be offering it.

Am I able to obtain a formal qualification at MFT?

MFT is an RTO (Registered Training Organisation). This allows us to offer both a Certificate IV and an Associate Diploma in Aviation. These additional qualifications do incur a moderate additional cost of approximately \$450 each. This is exceptional value and significantly below the charge made by our competitors. This can be discussed with MFT prior to the commencement of your training.

I have heard that there is a cheaper option called RAA. What is that all about?

RAA Flying is another option that many people consider. This level of the industry offers a cheap alternative and may well be the ideal solution for many. Unfortunately MFT elects not to conduct RAA training. You can discern between RAA aircraft that are generally a lot smaller and may resemble what you refer to as a "kit plane". Their registration will be a series of consecutive numbers, whereas the somewhat larger aircraft used in most flying schools will always be prefixed with VH- followed by 3 letters

RAA is a more self-regulated part of the industry using much smaller aircraft, with much lower fuel usage rates, which equates to cheaper pricing. For example a package to first solo in RAA Aircraft would cost approximately \$3500 whereas in a Flying School operating larger aircraft such as ourselves, the same package would cost approximately \$4800. Admittedly, a saving of \$1300, but there are some additional considerations.

Firstly, there are two Commercial Licences in Australia, the Integrated 150 hour course and the non-integrated 200 hour course. Most trainees opt for the 150 hour CPL as it obviously has 50 hours less and it does not attract GST. Importantly if you commence your training on RAA aircraft you will be prohibited from joining the reduced hour integrated course. This little known anomaly has caught many pilots out and you should be aware of it, as it could add in excess of \$15,000 to the cost of obtaining a Commercial Pilot Licence.

Secondly, if you commence on RAA aircraft and choose to transfer over to a CASA PPL, the costs of the required training to convert to a VH registered aircraft will usually render the initial savings obsolete.

Thirdly there are other restrictions on RAA in that you can only fly during the day, can only carry a maximum of one passenger and you are prevented from flying into many aerodromes. It does however have more relaxed medical requirements so it may be a viable option if you are precluded from a CASA issued medical.

I haven't seen any advertisements for Melbourne Flight Training.

MFT has maintained a policy since its inception of not paying for advertising. In fact in 10 years we have not undertaken any paid advertising at all. Our Business has grown to its current size on word of mouth and personal recommendations alone. That's why you won't see us in the "glossy" magazines.

Tell me about your Personnel

Without any doubt, my Personnel are the single biggest asset that this Organisation has. Of the 20 pilots employed by MFT, we maintain an Industry leading instructor ratio ensuring that at least half of our staff are the more experienced Grade One Instructors. In fact the average experience of our Instructors is over 3000 hours. We have high expectations of our instructors and they meet those standards. With most of our customers commencing at other organisations before transferring to MFT we are well placed to obtain feedback, I know we do a good job.



How and when do I pay for my Flight Training?

Flight Training is an Industry that operates on very tight margins. In fact, less than \$10 per flight hour remains after all expenses have been paid. Prompt payment of accounts is very much appreciated and helps us to minimise price increases. Payment can be made at the front desk after completion of your flight. Credit card payments do attract a 2% credit

surcharge. A more effective option is generally an Internet Banking Transfer. Unfortunately MFT does not accept Diners or AMEX.

For students that are flying intensively rather than the cumbersome procedure of paying for each flight you are able to run on Weekly accounts, simply visit Jessica in the Office to discuss your request.

How long does it take to get a licence?

Obviously there are a number of variables such as aptitude, rate of attendance, weather, your availability etc.

To give you an estimate, an RPL will require approximately 30 X ½ days at the Airport, the PPL requires 15 X Full Days at the Airport. In addition to this are the study requirements for the CASA exams.

Typically fulltime students will complete an RPL in 2 months, with another 1 month for the PPL, the Night Rating requires another month, with 4 months to complete the Commercial Pilot Licence. Therefore a motivated fulltime student will regularly complete the training in 8 months. To add on an Instructor Rating will take three months or allow two months to add on an Instrument Rating.

Many students do not undertake fulltime training so their training may be extended over a longer period.

I'm not sure if my English is good enough?

As an indication, if you are a non-native English Speaker the following standards of English are required.

IELTS overall 5.5 no Grade lower than 5.0

TOEIC 350 listening, 300 reading, 160 speaking and 140 for writing

TOEFL IBT Grade not less than 71

TOEFL CBT not less than 197

TOEFL PB not less than 530



For those whose English is below the levels above, they should consider their decision to commence Flight Training. Effective communication is crucial on the ground and in the air. Experience has shown us that a sound English Language ability will significantly influence the cost of you obtaining your licence. Non-native English speakers generally do well with their training but it is important that you make a realistic assessment of your language ability.

I'm not sure if I want to learn to fly, can I do a Trial Introductory Flight?

Some Flight Training Organisations offer a Trial Introductory Flight. This is basically a subsidised flight that is used as a marketing tool. MFT chooses not to offer Trial Introductory Flights. In order to experience Flight Training we suggest you undertake a full first lesson. Admittedly it will cost more than a TIF. On the plus side, whereas the TIF doesn't count towards your training, the completion of a full first lesson will. It's not wasted money. Also a full first lesson will give you a better appreciation of what is involved.

When do your courses commence?

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. Our theory courses run throughout the year and this ensures that a theory course will be available at a suitable time in your training. Generally students can commence within one week of making their decision, although Students from overseas should allow time for the Visa issue and associated paperwork, which our International Student Manager will assist you with.

I am from overseas but want to work in Australia at the end of my training?



If you are not an Australian Citizen or Permanent Resident, it is extremely difficult to secure work in Australia. As well as the strict Immigration Department requirements, there is not a shortage of Pilots in Australia, so jobs for overseas citizens are very difficult to obtain. It is also very difficult for an Employer to Sponsor an overseas citizen for a Work Visa in Australia. If coming from Overseas you should plan on returning home shortly after the

completion of your training. If a Company were to Sponsor you, they will have strict legal obligations to pay you a Salary that is approximately double what an equivalent Australian Pilot would earn. This acts as an impediment to Overseas Students being able to work in the Aviation Industry at the completion of their training.

Are there any scholarships available?

Unfortunately there are generally no scholarships available for Flight Training. Female Pilots should seriously consider joining the Australian Women Pilots Association as they do offer significant support to their members. They do also have a limited number of scholarships available.

Can I work while studying?

Most students successfully combine part time work with their studies. The nature of Flight Training is that it is predominantly delivered on a one to one basis. Each Instructor will manage a number of students. They will liaise with you to provide a timetable suitable to your needs.

If you are an Overseas Student you are permitted to work 20 hrs per week while undertaking study. Importantly, that work should not interfere with your studies.

How often should I attend?

The more frequently you fly the more you will save. Bear in mind that you are paying about \$6.00 per minute in an aeroplane. By flying regularly you will minimise the time spent on revision on each lesson. Generally you should aim to fly at least once a week to get the most from your training, and ideally more frequently. If you are an Overseas Student there are strict requirements placed on us by the Australian Government. You are required to attend classes 20 hours per week if on a Student Visa. If your attendance or progression is not satisfactory we are required to inform the Immigration Department.

Is there accommodation available?

Melbourne Flight Training is able to offer a number of accommodation options. Usually our first choice is a lady named Monica. She is a Chinese Malaysian Lady offering clean quality accommodation opposite the Airport and within walking distance of the flying school. Rates are generally around \$200 per week. This is often a good place to stay initially while you establish yourself.

Once students have been established in Australia they may decide to pursue more independent accommodation. A number of websites offer accommodation and Rental Properties. Typically you should allow \$350 per week for an unfurnished 2 bedroom apartment in a midrange area of Melbourne.

Will I be suitable for Flight Training? What qualities do I need?

An interesting question. A diverse range of people are attracted to, and are successful in this Industry.

My personal experience has shown that people coming from a Tradesman background are particularly adept at Flying Training. We also find that people from an IT background most frequently opt for the mid career change towards Aviation and are usually successful at it.

Our youngest student is 9 years old, and our oldest is 92.

The maths is fairly straightforward and will not pose a challenge during Flight Training.

A person who sets high standards on themselves will do well. A motivation to do more than the minimum required, is another good attribute that is an indicator of successful flight training.

Another consideration is how busy you are. You need to be in a situation where you can shut off from the outside world while training. If you are constantly having deal with work issues, the associated distractions will be an impediment to your training.



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How will I know how I am progressing?

Your instructor will provide you with regular and honest feedback. As a guide to your progress you should be aiming to complete your first solo flight in approximately 15 flight hours, an RPL should require a total of approximately 30 hours with the PPL requiring another 30 hours of flying for a total of approximately 60 flying hours for the PPL.

On the very rare occasion where we feel you are struggling with your training we will bring it to your attention. We are not in the Business of wasting customer's money. Generally any difficulties associated with Flight Training are related to a lower level of English than required. As an indication, if you are a non-native English Speaker the following standards of English are required.

IELTS	overall 5.5 no Grade lower than 5.0
TOEIC	350 listening, 300 reading, 160 speaking and 140 for writing
TOEFL IBT	Grade not less than 71
TOEFL CBT	not less than 197
TOEFL PB	not less than 530

It is highly recommended that you ensure your English is at the required standard.

Can I do a short course?

We often get students from overseas come to us for a short course of Training. This may be because they are trying out for an Airline Cadet Program and wish to gain some exposure to Flight Training. We regularly deliver these programs and they can be tailored to your particular needs. Similarly some Australian Secondary School students will elect to undertake a short course during their school holidays.

Prior to commencing any program you need to consider how many flying lessons you intend to take. If you wish to complete any Solo flying (without an instructor on board), there are significant additional requirements such as Medical, Security Checks, English Language tests etc. These require you to commence the associated

Paperwork at least 2 months before you plan to commence. If this is your intention, then please contact me for further guidance. Generally, if you intend to fly solo you should plan for approximately 15 hours flight time to achieve that milestone.

Assuming that like most candidates you are seeking to have a shorter introduction. The course structure would contain the following sequences with each lesson being of approximately 1.2 hours flight time.

Lesson 1	Operation and Effects of Controls
Lesson 2	Straight and Level
Lesson 3	Climbing and Descending
Lesson 4	Turning
Lesson 5	Stalling
Lesson 6 to 12	Circuits- approximately 7 X 1.2 hours flights

The cost of each lesson varies on aircraft type and can be found on our website. As a rough guide you should plan on approximately \$350 to \$400 per hour. You can choose to do as many lessons as you want, but for the first 5 lessons we suggest limiting yourself to one lesson a day. We are open 7 days a week but in winter (June, July, and August) we can get consecutive days that may not be suitable for flying. As a guide if you were to plan on one day in Australia per flying lesson that should be sufficient. i.e. if you hope to do 7 lessons then you should allow 7 days.

The structure of each lesson would also include an extensive Pre-flight and Post Flight Briefing.

Generally we have accommodation options available within walking distance of the Airport and you should budget between \$180 to \$220 per week for lodging.

For those coming to Australia from Overseas this short course could easily be completed with a straightforward Tourist Visa



What if I want to stop training?

You are welcome to discontinue your training at any time. We don't require any upfront payments. On occasion you may have elected to place funds into an MFT account although there is no requirement to do so. In those cases you will be refunded 100% of your unused fees. If you do need to discontinue your training or take a break, it is strongly recommended that you at least finish the licence you are currently working towards, prior to stopping. This will be the most cost effective approach if you may decide to continue again at a later date.

Is Flight Training Dangerous?

Flying light aircraft is not an inherently dangerous activity. The cause of most light aircraft accidents can be generally traced to one of the following

- Poor lookout
- Poor situational awareness
- Flying into poor weather
- Insufficient fuel for the flight
- Poor planning

Engine failures are a consideration although you will receive substantial training on how to handle these situations. Every 100 hours of Flight Time the Aircraft go into the workshop for a comprehensive inspection. The maintenance requirements in Australia are very stringent and MFT maintains the highest uncompromising standards in every aspect of our aircraft maintenance. In fact in 10 years of Flying we have not had an Engine Failure, and our aim is to ensure we never have one. As stated the risks are generally in the five areas nominated above. We will ensure that we develop sound habits in all our pilots to minimise these risks.

How old do I need to be to start Flight Training?

You can begin learning to fly at any age. Although you will need to be at least 15 years of age in order to fly solo (without an Instructor on board).

Once I have started flying and decided to continue what do I need to do?

In order to fly solo you will need to have an ARN (Pilot Licence Number) and an Aviation Medical Certificate. These can be accessed from the CASA website at www.casa.gov.au. Download the form 1162 which is the ARN application. There is no charge for this form, complete and return to CASA. Approximately two weeks later you will receive a letter from CASA providing you with your ARN Number.



Once you receive your ARN, you are then able to book your medical examination. A list of the DAMEs (Designated Aviation Medical Examiners) can be found on the CASA website. These are located within Australia and at some locations in other countries. If your intention is to complete a Private Pilot Licence then you will only require a Class 2 Medical Certificate. For those going on to a Commercial Licence, they will need to apply for and sit a higher level, Class One Medical Certificate. There is a lower medical available called a Recreational Aviation Medical Certificate (RAMPC). This does have some limitations so is not recommended.

Are the medical requirements strict?

Most people shouldn't be too concerned about obtaining a medical. If you are in good general health you should be fine. There are no minimum or maximum heights specified. Applicants who are significantly overweight may however experience some difficulties. Regarding eyesight that generally isn't a problem provided it can be corrected by spectacles or contact lenses.

If you have diabetes, epilepsy, or have experienced any significant body or head trauma then a more lengthy process for consideration of your medical should be expected.

If you have any concerns it would be best to attend the medical prior to commencing your training. Fortunately there are a number of CASA approved Designated Aviation Medical Examiners throughout Australia and the rest of the World. A full list can be accessed on the CASA website through the Aviation Medicals section accessed on the front page.

Approximately one month before your Medical you should send off the ARN Form 1162 to CASA. This will result in the issue of your ARN (Pilot Licence Number) which is required at the time of sitting your Medical.

For Pilots doing a Private Licence, they will require a Class 2 Aviation Medical, while those going on to the Commercial Pilot Licence will require the Class 1 Aviation Medical.

I have a PPL or CPL from overseas and want to fly when I come to Australia.



If you are considering converting your licence to an Australian one the procedure is relatively straightforward, although you should anticipate delays with processing by CASA.

CASA will issue an Australian Private Pilot's Licence. The requirements being that your home countries pilot licence reflects you are permitted to operate a radio and must also indicate that you have at least Level 4 ICAO English. Please advise

us if your licence does not meet those criteria and we may be able to provide further guidance.

Next step is to visit the CASA website at www.casa.gov.au and download Form 61-4A. If converting to an Australian PPL there is no requirement to complete the other form that is mentioned (61-4B)

Complete form 61-4A. Read through the instructions on the first page carefully. Accurately and clearly completed forms will help to minimise delays, although I suggest you allow at least one month for this to be completed.

Once CASA has issued your Australian Private Pilots Licence you simply contact your Flying School for a Proficiency Check, and you are then able to access the range of MFT aircraft.

It may be that time frames do not permit you to complete the CASA requirements in time. On such occasions you are welcome to rent an aircraft with an Instructor to accompany you on your flight. Current rates for our fleet of Aircraft can be found on our website.

Am I able to study either fulltime or part time?

Both options are available to our students. The nature of Flight Training is that it is conducted predominantly on a one to one basis, with your schedule tailored in consultation with you and your own needs. MFT is open 7 days a week and operates from 6.30AM to 6.30PM. During the warmer months and during Daylight Savings the operations continue significantly later into the evening. We operate on all Public Holidays.

Will I get air sick?

Unfortunately, about 20% of trainees will suffer from motion sickness on their first lesson. Interestingly this drops to less than 1% of trainees getting unwell on their second lesson.

Ensure you come to flight lessons with something in your stomach. A light meal is best. During the lesson it is important to keep your eyes looking outside the cockpit most of the time. This will ensure your body receiving the correct visual inputs which helps to minimise air sickness. If you do get on the first lesson, don't let that deter you as is relatively normal, and we will be prepared with airsickness bags



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Are you more expensive than other schools? Will I spend more on obtaining my licence with you?

I am fully satisfied that MFT will provide you with the most cost effective training available.

Firstly. We are very upfront with all of our pricing. The fact is that no candidate will achieve a licence in the minimum specified hours in the Regulations. Therefore, unlike our competitors we don't price our licences on those unattainable minimum hours. As we are pricing on realistic hours we may initially appear more expensive. This isn't the case, in fact we are simply, more transparent.

Secondly, we have no hidden extras. Unlike many of our competitors. We don't add on landing fees at Moorabbin or any other Airport. We refund all fuel at the rate that you pay, rather than the reduced local rate, we don't charge extra for briefing etc. Quite simply. The price is the price.

Thirdly our staff will help you reduce your costs. We have an Industry Leading ratio of ¾ of our Instructors being the highly experienced Grade One Instructors. This ensures a high level of Oversight and Experience is brought to your training.

We brief thoroughly. Without doubt we receive most commendations from customers on the amount of Briefing that we deliver in comparison to our competitors. One way to save money on your Flight Training is to be well prepared on the lesson. This is best achieved by a thorough Briefing. We pride ourselves on this aspect in particular.

We absolutely commit to not “upselling” our students. We will constantly review your training to ensure that you are taking the most cost effective path available. There are a number of efficiencies that can be built into your training, and we will effectively utilise them.

Do you offer VET FEE Help?

Melbourne Flight Training does not offer VET Fee Help, and we don't have any short term plans to introduce it. The reasons for this are varied.

One of the greatest things about learning to fly and pursuing a career as a pilot in Australia, is that irrespective of your socio economic background, with perseverance and commitment you will succeed.



My experience has been that candidates accessing Government funding may not have the degree of application that the candidate self-funding his/her training has. I appreciate that is a generalisation but it is borne from many years of Industry Experience.

A further consideration is that reasonable salaries often take more than 5 years to achieve. Therefore, on completion of your training and after more than 5 years, a large debt will commence. Quite often at a time of your life when you have significant financial pressures.

My very strong personal opinion is that it's better to pay as you go, and complete your training without large debts hanging over your head.

I have a young Son or Daughter that has shown an interest in Flying. What should I do?

Assuming your Son or Daughter has approached you and expressed an interest in Flying, can I suggest the following considerations?

You should consider that they are not able to fly solo until their 15th Birthday. Generally the solo lesson will occur on about the 12th to 15th flying lesson. You could plan those lessons prior to the 15th Birthday with the actual Birthday being the day that we work towards for their first solo.

Also consider the Secondary School Workload. It's best to make a realistic determination. If school studies will disrupt Flight Training, it may be best to delay its

commencement. The most cost effective Flight Training occurs when it is delivered with continuity and regularity. Has your son or daughter had exposure to motor vehicles, Go Karts, etc. The concept of situational awareness and energy management derived from such actions will help to create the mindset for Flight Training and provide some advantage.

Is your son or daughter confident enough to engage with adults and receive instruction or are they more introverted?

Every hour of flight time should be accompanied by two to three hours of home study, so you need to consider if your son or daughter will demonstrate the aptitude and motivation required.

Assuming you have satisfied yourself with the above, then commencing Flight Training at a young age may well be the best path to follow.

The most suitable aircraft for younger pilots would most likely be the Cessna 152. It's a fairly small and lovely to fly, two seat aircraft. Fortunately it is also our cheapest aircraft at \$230 solo or \$330 with an Instructor for one hour. Please be aware that some lessons may slightly exceed the one hour.

As with all pilot training it is predominantly one on one so lessons can be tailored at the time and pace that is most convenient for the customer.

What aircraft should I learn in?

An interesting question, and one without a correct answer. For initial training we utilise the Cessna 152, Cessna 172 and Piper Warrior. My personal suggestion would be to do the RPL on one type of aircraft and the PPL component on a different aircraft. That way, on completion of your training you will have equal exposure to the two types of aircraft that are most popular in Australian Flight Training today.



The Cessna 152 is a great small 2 seat aircraft. It is somewhat weight limited so works best for lighter students and instructors. It's a great plane for the RPL but somewhat fuel limited for the longer flights often encountered in the PPL stage.

Some students prefer to opt for the increased convenience and practicality offered by the four seat aircraft. To be honest both the C172 and Piper Warrior are very similar apart from some design characteristics. Cessna obviously being a high wing aircraft and the Piper being low wing. The Cessna also offers doors for entry and exit on both sides whereas the Piper has only the one door.

The final decision can be made in consultation with your instructor.

How is my instructor chosen?

Generally the first person to greet you when you enter the flying school will become your instructor. Quite similar to entering a car dealership really! At MFT we elect to do it somewhat differently. My intention as the CFI and owner of the Business is to arrange a mutually convenient time to meet.

At that meeting I will have the opportunity to meet and engage with you. We can ascertain your training needs etc. I will then make a determination on which of our 20 instructors will best meet your requirements. My goal will be to match you up with the most appropriate instructor.

As most of our work comes from personal recommendations, we will always do our best to accommodate your requests

I still have some questions that haven't been answered?

If you have any questions please email me at glen@melbourneflighttraining.com.au. Alternatively you are welcome to call me in the office on 03-95881747 or my mobile on 0418772013.

You are welcome to come in and meet with me at any time. Just contact me so that we can arrange a mutually convenient time.

Our website at www.melbourneflighttraining.com.au also contains substantial amounts of information.

