

# HELIPRO AVIATION TRAINING HELICOPTER PROGRAMS



## Professional Pilot Program NZ Students (government funded & non funded) (Practical Aircraft Management)

HELIPRO offers a full range of pilot training programs all of which give credits towards any of the **Aviation Diploma** programs offered in conjunction with the **Nelson Marlborough Institute of Technology**. Students may elect to complete a full diploma course or selected aviation papers only. Each of the aviation papers matches a corresponding NZCAA paper for flight crew licenses

All flight training is undertaken with HELIPRO's experienced flight instructors.

### Commercial Pilot License

#### Course Fees

<b>HELIPRO Aviation Training</b>	Robinson R22- 152 hours (Note- Some disciplines may require the student to utilize the larger R44 helicopter, these requirements are detailed under Practical Flight Options).  Theory Course - PPL & CPL (Note- Students wishing to self-study may do so; textbooks & course notes are available for all subjects at a nominal fee.)
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#### Additional Course Related Costs

<b>Aviation Services Ltd</b>	x6 PPL & x6 CPL exams / English Language Test / CPL Flight Test
<b>Civil Aviation Authority</b>	PPL / CPL Licence Issue Fees
<b>Miscellaneous</b>	Medical Fees (initial issue – approx figure only, will vary from area to area )  PPL Flight Test Fee  Other course costs*

**Price on Application**

\* Course costs include the following – Logbook, R22/R44 manuals, Peltor headset, textbooks (Human Factors, Meteorology, Navigation, Airtech, Principles of Flight, Flight Radio, Air Law), CAA Rules, Airways Publications, Navigation computer/rule/protractor, x2 charts.

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## PRACTICAL FLIGHT OPTIONS

Although an extremely capable helicopter, the Robinson R22 is a light-weight helicopter, during certain flight training exercises the combined weight of the pilot, the student and any additional load has the potential to exceed the safe operating limitations of this helicopter.

In order to maintain our high safety record we recommend that certain aspects of the Commercial Licence flight training syllabus is carried out in the larger and more powerful Robinson R44 helicopter at a reduced training rate. Although some of our very light students may be able to complete the entire syllabus whilst operating within the limitations of the cheaper R22 helicopter type, we highly recommend that these students also elect to utilize the R44 option as this constitutes another rating on their licence. As the R44 is most popular and widely utilized aircraft in its class it is the most likely progression for our students on completing their training with Helipro, having this additional rating therefore increases the employment opportunities for our students as they head in search of their first flying job.

The options and our recommendations are detailed below.

### R44 Commercial Licence Option

<b>HELIPRO Aviation Training</b>	Robinson R22- 142 hours @ \$442.41 + GST per hour
	Robinson R44- 10 hours @ \$900 + GST per hour (Note- For students weighing over 85kg 7 hours of this R44 time will be allocated to dual sling load training)
	Theory Course – PPL & CPL (Note- Students wishing to self-study may do so; textbooks & course notes are available for all subjects at a nominal fee.)

### Additional Course Related Costs

<b>Aviation Services Ltd</b>	x6 PPL & x6 CPL exams / English Language Test / CPL Flight Test
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<b>Miscellaneous</b>	Medical Fees (initial issue – approx figure only, will vary from area to area ) PPL Flight Test Fee Other course costs*

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## The facts about getting a helicopter license

### Is It Hard To Learn To Fly A Helicopter?

Learning to fly a helicopter is not particularly difficult, not nearly as difficult as most non-flyers think and can be mastered by practically anyone who is willing to devote a little time and effort to it. An important point is that you will be taught under the supervision of a Civil Aviation Authorized Instructor. Because flying is taught on an individual basis the instructor will tailor the course to suit your individual requirements.

There are two aspects of learning to fly a helicopter – the practical side and theory.

You will learn to fly by actually handling the controls of the helicopter. Under the supervision of your instructor you will not only learn to take off, land, hover, lift loads, fly in the mountains and from city to city, you will also learn how to make the aircraft do exactly what you want it to do in any situation.

The theory covers the following:

- Aircraft Technical Knowledge
- Principles Of Flight
- Navigation & Flight Planning
- Meteorology
- Human Of Factors
- Flight Radiotelephony
- Law

By the time you are ready for your commercial licence, you will be a competent pilot. The experience of future flying hours will certainly teach you more, but you will be well equipped with all the knowledge and skills necessary for safe helicopter flying.

### What's Involved In Learning To Fly A Helicopter?

Civil Aviation Rules covering pilot licenses are specific about minimum requirements (available from HELiPRO), but at the same time, leave much judgment to the instructor. For example the instructor determines when a student can go solo. When he is satisfied the student can handle the helicopter safely and has the radio operator license, the instructor will then approve you for solo flight. The average student can expect to go solo after around 20 hrs of dual instruction.

Once you have gone solo, you continue to build both dual and solo experience, based around the training syllabus. For solo flights your instructor will OK each flight and you must go alone – sorry, no passengers!

We strongly suggest that you sit and pass the Private Pilot written exams before starting into your Flight Training. The questions are multi-choice in nature and the syllabus for them is fully covered in training manuals.

To obtain a PPL (H) you will require a minimum of 50 hours flight time, with at least 15 of these being solo.

Included in the 50 hours of flying for the PPL (H) is:

Hours	
20	Dual instruction
15	Solo flight time
10	Cross-country navigation training
5	Mountainous terrain flight training
5	Advanced dual Instruction

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Once you have completed the syllabus for the PPL (H) you will sit and hopefully pass your flight test, you will then be issued with your PPL (H) which means you can carry passengers anywhere in New Zealand.

The next step is to continue training and go on to complete a commercial pilot's license CPL (H). This license allows you to fly helicopters for a living. New Zealand Civil Aviation Rules state that for a CPL in helicopters you must complete a minimum of 150 hours total time, which must include the following:

Hours	
35	Dual instruction
35	Solo flight time
20	Cross-country navigation training
10	Mountainous terrain flight training
10	Sling load training
10	Night flight training (optional)
2	Simulated instrument (optional)

As you can see the CPL syllabus is similar to the PPL but the level of proficiency required to pass the flight test is higher. Training therefore concentrates on the perfection of techniques and on building experience that will allow you to be able to fly helicopters on charter and aerial work for a living.

## **How Long Does It Take?**

This is largely up to you and your instructor. It can be done in under a year, or some people spread it over a year or more. An ideal learning rate is for one or two lessons per week but this doesn't have to be the case. How much each person does is usually determined by the individuals budget, time constraints etc.

Flight training as a full time student takes about 10 to 12 months to complete theory and practical and is conducted from our Paraparaumu and Christchurch Bases. This is totally dependent on your motivation to fly and weather.

## **How Much Does It Cost?**

Please refer to our Professional Pilot Programs.

## **Does the New Zealand License meet the Requirements of other Countries Licenses?**

Yes, your New Zealand CPL (H) is easily converted to an Australian Commercial Pilots License under the Trans-Tasman Agreement. As an ICAO member state, Flight Training conducted in New Zealand can count towards Flight Experience requirements for FAA and JAA countries.

## **What about Medical Examinations, Eyesight, Age?**

These questions deal with the single subject of medical requirements. We assure you that you do not need to be a superman of any kind to be a good pilot, however there are minimum age requirements – 16 years for first solo and 17 years for a private or 18 years for a commercial license, but there is nothing in the Rules about maximum age. In fact assuming good health, advancing years have little to do with it. Many pilots wear glasses – however there are limits to the standard of sight and the doctor carrying out your initial medical will advise you of the standards.

We recommend that you have completed a Class 1 Commercial Medical before you start into your flight training. There is a list of New Zealand CAA Medical Examiners at [www.caa.govt.nz](http://www.caa.govt.nz) under medical.

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## **What Happens When I Get My Licence?**

Once you obtain your Commercial License you are able to work for hire and reward within New Zealand, and in some overseas countries. This means that you can be employed to fly helicopters for a living, doing a job that is challenging, rewarding and above all, a job that you really enjoy.

The Helicopter industry has been very difficult to break into over the past few years but things are changing in New Zealand as many of the more senior pilots who started their careers during the deer recovery boom are reaching retirement age. The same trend is apparent on the international scene where, over the last twenty years there has been an over supply of pilots produced by the Vietnam War. As these veterans retire there are many companies looking for pilots who are keen and enthusiastic.

## **What Are The Job Prospects Like?**

Don't be mistaken, the hard work does not stop once you are the holder of a CPL (H) licence. Essentially it is a licence to learn and you will have to continue to apply yourself and work really hard to make it to the next level. And it is at the next level when the true rewards are felt!

Short term, getting a job is difficult and you will have to be willing to travel away from home in search of anything that will afford you a 'foot in the door' of someone's hanger. Be prepared to work in remote locations, initially on the ground in a supporting role. The jobs will not come to you, so you will need to be proactive in your approach.

On a more positive note, during this period of 'hanger time' you will be gaining valuable experience and contacts within the industry, learning from the bottom up what can be expected of you as a commercial helicopter pilot. It is important to maintain an association with people in the helicopter industry if you are serious about pursuing your goals.

Long term (1000 hrs flight time plus) job opportunities are plentiful. *"OK, so how do I get to 1000 hours?"* you ask...

Again, this undoubtedly is where the hard work, perseverance and an ounce of luck come in. Training with a commercial operator (and not solely a flight training school) will give you practical hands on experience with an array of commercial jobs and allow you the chance to meet a lot of people in the industry, whilst already having a foot in the door with at least one operator!

Try to gain ground employment i.e.; crewman, office hand, marketing etc and push for ferry flying and basic commercial work to build your hours, all the while working up to a stage where you have sufficient time in the log-book to consider going for an instructors rating. This is a not only a great way to build hours but also a marvellous way to fine tune your own piloting skills.

Set realistic goals, decide what niche you would ultimately like to fit into and don't let go of that Goal! Remember, the only person who can move your aviation career forward is YOU!

## **Commercial Operator versus Flight Training School. What Is The Difference?**

Commercial Operator versus Flight Training School. What Is The Difference?

If your main ambition is to make a career out of flying helicopters, it is extremely important that you choose a training establishment that will not only give you the skills to fly a helicopter, but also equip you with the knowledge and expertise essential for a commercial pilot.

HELIPRO is the largest commercial helicopter operator in New Zealand that offers professional pilot training.

HELIPRO provides a comprehensive flight training program where students have the opportunity to gain insight and often experience in commercial helicopter operations. Students are encouraged to be actively involved in commercial work when appropriate and their involvement in these operations provides invaluable experience that employers regard highly and that most other training organizations cannot offer.

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## PRACTICAL TRAINING

The following identifies the practical training required to be undertaken by students for successful completion of the PPL & CPL courses.

## PRIVATE PILOTS LICENCE

### Total Flight Hours

A minimum of 50 hours of flight training will be carried out as per CAR AC 61.3, except for allowable cross-crediting experience. This training will include at least the minimum flight time requirements that follow:

- **Dual instruction:** 20 hours
- **Solo Flight Time:** 15 hours
- **Cross-country navigation training:** 10 hours in helicopters which is conducted in accordance with the syllabus set out in CAR AC61-1.3 Appendix II, except that the holder of a PPL(A) will only complete the PPL(H) cross-country flight test.
- **Advanced dual instruction:** 5 hours in accordance with the syllabus that follows:
  - **Emergencies:** Including autorotative approaches with power recovery to the hover and engine failure in the hover, discussion on forced landings, fire in the air, ditching.
  - **Hovering:** 180 degree and 360 degree right and left.
  - **Figure 8 turn**
  - **Slope landing**
  - **Pattern flying:** With constant heading.
  - **Quick Stops**
  - **Bad weather low flying:** Low visibility techniques.
  - **Cross-wind:** Take-off and landing.
  - **Minimum power:** Take-off and roll on landing.
  - **Mountainous terrain flight training:** 5 hours which will include 3 hours dual instruction and 1 hour solo flight time.

## COMMERCIAL PILOTS LICENCE

### Total Flight Hours

A minimum of 150 hours of flight training will be carried out as per CAR AC 61.5, except for allowable cross-crediting experience. This training will include exercises as listed above for your PPL but to a higher level of competency with minimum flight time requirements that follow:

- **Dual instruction:** 35 hours
- **Solo Flight Time:** 35 hours
- **Cross-country navigation training:** 20 hours in accordance with the syllabus set out in CAR AC61-1.5 Appendix II.
- **Sling Load Training:** 10 hours which includes 7 hours dual instruction.
- **Mountainous-terrain flight training:** 10 hours which includes 7 hours dual instruction.
- **Night Flying:** 10 hours night flying which includes 5 hours dual instruction, 10 take-offs, translation circuits and landings solo, and 2 hours dual instrument flight instruction.