



# AIRCREW AUSTRALIA

## Commercial Pilot

- World class pilot training in Qld
- Accelerated training – just 1 year to get commercial pilot licence
- Minimum Gr 10 / Form 4 with good Maths and English results
- Self-funded or seek sponsorship
- Girls welcome – our chief flying instructor is female too
- Limited spaces

### OUR PILOT TRAINING PROGRAM

If you have ever dreamed of becoming an airline pilot this could be your opportunity. Aircrew Australia offers an all-inclusive program to gain an Australian commercial pilot's licence and build up your experience flying different aircraft types before applying for your first job as a junior private, corporate or charter pilot.

The minimum time required to train to this level and gain a commercial pilot's licence is normally 2 years but Aircrew Australia offers an accelerated training program that will enable you to qualify in just over one year if you work hard and have confirmed sponsorship.



Our program is based on 3 training blocks of 3 months each (total 9 months) with theory classes and instructional flights up to six days a week.

Six days a week is a demanding training schedule but helps you to qualify in the shortest possible time and get a pilot job faster. In order to minimize the risk of problems or delays in your training, during the program we will ask you to refrain from partying, drinking alcohol or travelling away from the base.

After successfully completing each 3-month block of training you will return home for a break and to seek or confirm sponsorship for your next block of training. Sponsors are more likely to support you through to the end of the training if they can pay in smaller amounts block by block after seeing that you are making good progress in the training.

Training in 3 month blocks with breaks in between also enables entry to Australia on a simple visitor visa\* instead of a complicated student visa.

*\*Subject to your visa application being approved by the Australian immigration department.*

## WHY AUSTRALIA?

Commercial aviation is a competitive industry. To gain employment with an airline or charter operator in the international aviation market you must have high quality training and skills.

In Australia, aviation training and safety standards are absolutely world-class and all your instructors will be fluent English speakers.

This is important because English is the official language of aviation worldwide. All talk between flight crew in the cockpit and all air traffic control radio calls must be in English, with correct pronunciation.

Passing the "Flight Radio" course in Block 2 will also involve an advanced English test.

To be offered employment with a charter operator or airline you will need to demonstrate high fluency in English because the job will involve holding English conversations with other pilots, cabin crew, engineers and ground crew, air traffic controllers and passengers from all over the world.

Living in Australia and training with Australian instructors will boost your English fluency and give you a great advantage over pilots training in other countries where the flight instructors may speak English as their second or third language and the people in the surrounding community may not speak English at all.

Indeed many airlines prefer to recruit pilots trained in English speaking countries like Australia and New Zealand.



*Sally Scott, Chief Flying Instructor,  
North Qld Aero Club Flying School, Mareeba Qld*

## WHY MAREEBA?

Aircrew Australia is partnering with the North Queensland Aero Club flying school at Mareeba near Cairns ([www.nqac.com.au](http://www.nqac.com.au)) to offer intending pilots from PNG, the South Pacific and South East Asia our first two blocks of Australian-standard flight training, both theory and practical, to achieve the Australian Private Pilot Licence (PPL) plus advanced flying skills. Block 3 leading to the Commercial Pilot Licence (CPL) will be completed in Townsville.

Originally based at Cairns airport, the NQAC flying school moved inland to Mareeba in 2015 to get away from the busy air traffic and big jets using the single runway at Cairns International.

Mareeba aerodrome is a small, quiet airport with tar sealed 1500 metre (5000 foot) runway surrounded by flat farmlands growing sugar cane and bananas, and no mountains or other obstructions for small planes to worry about - see an aerial shot on the internet at: [google.com/maps/@-17.0683333,145.4183333,2167m/data=!3m1!1e3](https://www.google.com/maps/@-17.0683333,145.4183333,2167m/data=!3m1!1e3)

The airspace around Mareeba is uncontrolled. This allows student pilots to concentrate on learning to fly without having to get permission from air traffic controllers for every change of course or altitude.

Mareeba aerodrome is such a perfect place to learn to fly that MAF (Mission Aviation Fellowship) has also relocated its Australian training base from Victoria to Mareeba.

Mareeba itself is a large country town about one hour's drive from Cairns. There are plenty of shops, banks, churches and other services in Mareeba but no nightclubs or casinos to distract student pilots from their training. Supervised boarding accommodation is available with local Australian families.

Cairns has convenient flight connections to many Asian and South Pacific countries which makes it quick and easy for student pilots to travel home at the end of each training block to have a break and secure sponsorship for the next block. Parents and sponsors are also welcome to pay a visit to Mareeba any time to see how the training is going and hop on for a joy flight with their own student at the controls.



*Piper Cherokee low wing training aircraft at Mareeba*



## WHAT IS AIRCREW AUSTRALIA?

**Aircrew Australia** is a private agency arranging supervised placement of PNG, South Pacific and Asian students in Australian aviation schools for short non-award pilot and cabin crew programs. "Non-award" means no academic or training qualification is earned or attained (only the private and commercial pilot licence which is not an award) and therefore a student visa is not required.

For each trainee we include pre-departure briefings at home, welcome and orientation programs on arrival in Australia, accommodation and weekly allowance during the program, all air travel and ground transport, pastoral care and supervision during the flying training, passports and visas, aviation security passes, licenses, medical insurance and suitable clothing.

Actually we are the only agency offering such a complete all-inclusive and specially designed package for skilling of overseas aircrew in Australia. Our selection of suitable flying schools, our intensive 3-block flight training schedule and the additional experience on other aircraft types that we offer is unique to Aircrew Australia.

**Sponsors** favour our pilot training program because all they have to do is write one cheque and we take care of everything else. We keep sponsors informed of the progress of each trainee and we allow payment block-by-block in three parts which makes it easier on the sponsor's budget and gives the sponsor the option to discontinue funding after the first block if the trainee is not performing.

**Aircrew Australia** is a division of Pacific Development Services Pty Ltd (ABN 63102400199) an Australian-registered consultancy company, and is represented in other countries by local agents who are responsible for conducting interviews, liaising with sponsors, organizing passports and travel and conducting pre-departure briefings.



The principal of Aircrew Australia is **Aaron Hayes**, a respected Australian teacher, psychologist, careers counsellor and education consultant who lived and worked in Papua New Guinea and other South Pacific locations for many years and understands the hopes and dreams of young people from these countries plus the concerns of their parents and sponsors that students need to be well looked after and supervised when overseas.

Aaron is based in Cairns and will personally welcome, support and supervise all pilot trainees through their period of training. To ensure best chance of success, Aaron asks all trainees to abide by sensible guidelines including *no alcohol or drugs, no partying and no trips away from the training base* during each three-month block of training.

Aaron conducts the final selection of applicants himself, to ensure there is no favoritism at the home country end when places in the program are offered.

## WHAT DOES IT COST? WHO WILL PAY?

In PNG, South Pacific and South East Asian countries, the airlines and charter operators, Defence Forces and private employers of pilots prefer to employ their own citizens as pilots because it's cheaper than recruiting pilots from overseas. So there is a high demand for citizen pilots in PNG, Indonesia, Malaysia and the South Pacific countries.

But pilot training is expensive and there are only a few spaces available in cadet pilot training schemes operated by airlines and national defence forces.

Most intending local pilots have to fund their own training with the help of family, friends or sponsors.

Fortunately generous sponsorship is sometimes available from politicians, local and provincial governments, statutory bodies, NGO's and private companies that support the aviation industry.

If your application for our pilot training program is successful we will actively assist you to apply for full sponsorship although we do not guarantee that you will be able to secure a sponsor. All sponsors have limited funds available so there will never be enough sponsors for all selected applicants.

The cost of the training program is set in Australian dollars and quoted in other currencies at time of being selected for the program but approximately:

### **BLOCK 1 (Basic flying skills 3 months)**

**AUD60,000** (= approximately USD45,000 / PGK150,000 / FJD93,000 / IDR600mill / MYR175,000 / SGD58,500)

### **BLOCK 2 (Advanced flying skills 3 months)**

**AUD60,000** (= approximately USD45,000 / PGK150,000 / FJD93,000 / IDR600mill / MYR175,000 / SGD58,500)

### **BLOCK 3 (CPL / Twin-engine rating)**

**AUD80,000** (= approximately USD60,000 / PGK200,000 / FJD124,000 / IDR800mill / MYR233,000 / SGD78,000)

### **TOTAL for 3 blocks x 3 months = 9 months training:**

**AUD200,000** (= approximately USD148,000 / PGK500,000 / FJD310,000 / IDR2000mill / MYR583,000 / SGD 195,000)

These costs include theory classes, aircraft hire and instructor fees for practical flight training, return airfares to Cairns for each block, boarding accommodation and meals, study materials, uniforms, insurance, pocket money, GST and all other miscellaneous expenses. There are no hidden costs. We also include one free 7-day trip to Cairns for your sponsor to come and observe your training progress.

## TRAINING PROGRAM DETAILS

### TRAINING BLOCK 1

#### 3 MONTHS BASIC FLIGHT TRAINING

##### MAREEBA (CAIRNS) QLD

**Week 1:** Four days preparation and briefings in Cairns city including orientation visits to city facilities, Cairns airport and control tower, open a bank account, aviation medical examination, get uniforms and equipment PLUS two days orientation in Mareeba township to settle in to accommodation, learn where to find everything (banks, shops, airport) and meet the flight instructors.

**Week 2:** Introductory training flight and commence theory classes and study

**Week 3:** Commence 10 weeks practical flight training and navigation training in Cessna 152 and 172 high wing aircraft and Piper Cherokee low wing, plus ground briefings, study and exams to gain Australian Private Pilot's Licence (PPL). This requires approximately 50 hours flying with an instructor and 10 hours solo flight. The PPL will qualify you to fly a single engine private plane anywhere in Australia and you will make private flights in the flying school aircraft to other north Queensland airports like Cooktown, Innisfail and Chillagoe in order to gain more flying practice – even take your friends along for the ride!

**Block 1 commencement dates:** every time we have a cohort of minimum 3 trainees ready to start

*NOTE: Flying is a career requiring early morning starts and zero blood alcohol. If you are a late night Facebook addict, a beer buddy or party animal then we highly recommend that if you are selected for pilot training you should adopt a new lifestyle of early-to-bed-early-to-rise and very little or no alcohol. To minimize the risk of spoiling your big opportunity Aircrew Australia will ask you to sign a contract not to consume any alcohol or go out partying during the training.*



*Student pilot banks the aircraft to the left*

### TRAINING BLOCK 2

#### 3 MONTHS ADVANCED FLIGHT TRAINING

##### MAREEBA (CAIRNS) QLD

**Week 1-12:** More study and advanced flight training to add additional qualifications (“ratings” and “endorsements”) to your private pilot licence including flying by instruments only, flying aircraft with variable pitch propellers, flying aircraft with GPS navigation systems (“glass cockpit”), flying aircraft with retractable wheels, flying into controlled airspace and controlled airports (Cairns), and flight radio procedures. You’ll also gain experience flying some single engine types currently in service in the South Pacific countries like the Cessna C208 Grand Caravan and the PAC-750 XL. At the end of this block you will take a one week “cross country” trip around North Qld in a Cessna 172 - perhaps as far as the Torres Strait - to build up your solo flying hours.

**Block 2 commencement dates:** flexible

### TRAINING BLOCK 3

#### 3 MONTHS COMMERCIAL PILOT'S LICENCE

##### TOWNSVILLE QLD

**Week 1-3:** Settle in Townsville at a new flying school and take some time to refresh the flying skills you learned in Blocks 1 and 2. Spend one week learning how to fly at night (Night VFR).

**Week 4-8:** Prepare for the Commercial Pilot Licence (CPL) exams and practice for the in-flight test by taking more advanced flight training with a senior instructor and doing self-study on advanced aviation theory including flight rules and air law, aerodynamics, meteorology, navigation, human factors, operations, performance planning, power plants, aircraft systems.

**Week 9-12:** After passing your exams and in-flight test and gaining your single engine CPL you will upgrade it to a multi-engine CPL by learning to fly and navigate twin-engine aircraft. You will also gain some flight hours in at least one of the twin-engine aircraft “types” commonly flown in the South Pacific like the Britten-Norman Islander (BNI) or DHC6 Twin Otter.

**Block 3 commencement dates:** negotiable

After Block 3 you will have over 250 flying hours in your pilot log book (many more hours than other CPL training programs) and be qualified to fly at least four different types of aircraft. Thus you will be ready to look for your first flying job.

## AFTER THE TRAINING

During your Block 3 we will start monitoring the Positions Vacant for junior commercial pilot jobs and assist you in submitting applications to private and charter aircraft operators in PNG, Australia and nearby countries.

You will need at least 1500 hours of flying experience before you can get an Airline Pilot License and start applying to airlines for a first officer (co-pilot) position on scheduled RPT (regular public transport) flights so your first job will probably involve flying single engine aircraft doing private cargo or passenger runs for a charter operator or private aircraft owner. Your first job will be low paid but will give you the opportunity to get more flying experience and build up the hours in your pilot log book.

After completing your commercial pilot training on fixed-wing aircraft you may also like to apply to helicopter operators for training to undertake rotary wing (helicopter) conversion. You could also consider applying to become a Defence Force pilot.



*PAC750 aircraft belonging to Central Aviation (Mt Hagen) bringing tourists to the Crocodile Festival at Ambunti, ESP*



*The DHC-6 Twin Otter aircraft is commonly used by small local airlines in PNG, Australia and the South Pacific*

## HOW CAN I APPLY?

### SELECTION CRITERIA

To be offered a place in Aircrew Australia's pilot training program you must:

- ✓ Be at least 18 years of age, male or female
- ✓ Speak and understand English well (we will check this during your application interview)
- ✓ Be fit and healthy with good hearing and good eyesight (wearing glasses is okay)
- ✓ Have Grade 10 Form 4 education or higher with good grades in English and Maths
- ✓ Convince us that you are a hard-working, well-behaved, sensible and reliable young adult with mature attitude (eg by nominating referees from your school and other responsible adults who know you well, by showing evidence of your involvement in community or leadership activities, by writing a personal statement about yourself highlighting indicators of your maturity, self-discipline and "stickability")
- ✓ Convince us that you have a strong interest in a flying career (eg by showing evidence of your applications to other flying schools, by showing evidence of aviation theory classes attended in person or done by correspondence, by showing your private collection of newspaper clippings and magazine articles about flying, by showing that you have good knowledge about aviation)

### NOTES:

1. These are the minimum requirements for **our** training program but airlines may have other recruitment criteria eg Grade 12 / Form 6 certificate or Diploma in Aviation in addition to CPL and minimum flying hours.
2. We have no maximum quota of places. We will issue acceptance letters to all applicants who meet our selection criteria and convince us that they have the ability, motivation and self-discipline required to complete the pilot training successfully. However we do not guarantee that all selected applicants will find a fee sponsor. Applicants without sponsorship will have to raise their own fees.



*Student pilots with Cessna training aircraft*

## APPLICATION PROCEDURE

1. Download and print the application form for Commercial Pilot from [www.wantok.net.pg](http://www.wantok.net.pg)
2. Fill in the application form by hand (write with black or blue pen), scan it or photograph it and e-mail it back to us at [aircrew.australia@gmail.com](mailto:aircrew.australia@gmail.com) (most internet cafés have printers and scanners)
3. If you can't scan or photograph your application and e-mail it you can mail it through the post office to:  
**Aircrew Australia**  
**PO Box 6474**  
**CAIRNS QLD 4870 Australia**
4. If you have internet and e-mail access on your smart phone but no access to a printer or scanner you can send a plain e-mail containing your answers to the questions appearing on the application form to: [aircrew.australia@gmail.com](mailto:aircrew.australia@gmail.com)
5. Do not send any other documents with your application such as copies of school certificates or references. We will ask you to send or show these later if you are offered an interview.
6. Pay or send the application fee (see payment methods on application form). If paying by bank transfer send us a copy of the transfer receipt.
7. If your application meets our basic criteria we may contact you to arrange an interview. Interviews may be conducted in person or over the phone.
8. If your application and interview is successful, we will send you an acceptance letter (offer letter) plus a training contract, an invoice for fees, and some advice on how to secure a sponsor to pay your fees.
9. If you find a sponsor (or if you are able to fundraise your own fees) and you are able to pay your invoice for Block 1 at least 8 weeks before the next intake, we will get you ready starting with local medical examination, arranging your passport and visa, plus flight tickets to Cairns. If you live in a rural area we can do most of these arrangements on your behalf while you stay at home but you will need to travel to your capital city a few days before flying to Cairns in order to attend a pre-departure briefing together with other successful applicants going with you for training at Mareeba. Accommodation and meals provided.

## APPLICATION FEE

The application fee for the pilot program is AUD100 or local currency equivalent (see acceptable cash amounts on application form). This covers our costs for processing applications, communicating with applicants, conducting interviews, verifying school certificates and referees, and doing background checks.

**Accordingly the application fee is not refundable for any applicant, whether successful or unsuccessful.**

**Therefore please consider carefully before applying.**

## DISCLAIMERS

1. Please note that payment of the application fee, attending an interview or phone interview and receiving an acceptance letter from Aircrew Australia is not a guarantee of being able to commence or complete the training. You must also have a sponsor to meet the training package cost, or fund-raise your own fees. Although we will advise you on how to seek sponsorship, the final responsibility for securing a sponsor, or otherwise meeting the cost of the training package by your own means, lies with you.
2. Further, the decision of Aircrew Australia in respect of applications is final and no complaints will be entertained. We will only issue acceptance letters to applicants we believe are capable and motivated enough to successfully complete this very challenging and very expensive training. We don't want students failing the training or dropping out
3. The training is accelerated in order to minimize the time spent in Australia and reduce the expense of staying here. To keep up with this accelerated training schedule you will have to be very focused and give maximum effort to your flight training. If you perform poorly and do not complete your block of training in 12 weeks you will have to return and complete a few weeks more training at extra cost before graduating to the next training block. Sponsors may be willing to meet the cost of extra training time if you have been ill, but not if due to your own lack of effort.

## OTHER NOTES

1. Apart from the application fee and the cost of sending your application to us there are no other expenses for successful trainees. All expenses are built into the training package and paid by your sponsor or fee contributors because we believe pilot training should be open to the best applicants, whether rich or poor, so we do not want hidden expenses to cause low-income applicants to drop out. Regardless of whether you come from a poor family or a wealthy family you will get the same training package, everything included.
2. When comparing prices between Aircrew Australia and other training agencies/programs please note that:
  - cheaper flight training offered by other agencies may only include the bare minimum ground classes and flying hours to gain a single engine CPL and not the full set of advanced flying skills and technical ratings (eg. Instrument Flight Rules qualification), aircraft type endorsements, twin-engine experience, cross-country flights and extra solo hours offered by Aircrew Australia for a twin-engine CPL.
  - some agencies may publish only the training fees in their advertisements so that the price will look low. They may not include airfares, accommodation, weekly allowance, small laptop, uniforms, exam fees and employment assistance that Aircrew Australia packages into one price.
3. Obtaining a visitor visa from the Australian government to undertake this program is not guaranteed. If you are deemed a "high risk" individual, a visa may be refused.