



**AUCKLAND HELICOPTERS**  
WHERE FUN TAKES OFF



# FLIGHT TRAINING

Getting Started

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# INTRODUCTION

Flying helicopters is a lifelong goal for some and a career choice for others. You do not need to graduate from college, the average person can learn to fly a helicopter. You will need a certain amount of self discipline to study. There are 6 exams to pass for a Private Pilot Licence and a further 6 exams to pass for a Commercial Pilot Licence.

We recommend you begin your study by reading the Helicopter Handbook to familiarise yourself with various aspects of the Helicopter. The following chapters will give you a good overview.

1. Introduction to the Helicopters
3. Helicopter Flight Controls
5. Rotorcraft Flight Manual
6. Weight and Balance
7. Helicopter Performance
14. Effective Aeronautical Decision Making  
(the missing chapters are covered in other study material)

If English isn't your first language or you have difficulty in reading, speaking, understanding, and communicating in the English language you will require a pass in the English language proficiency exam before any solo flight is undertaken.

Becoming a pilot will involve taking flying lessons to get practical experience, undergoing a medical examination, sitting written examinations and passing a final flight test with an examiner.

We recommend you read the CAA safety publication "How to be a pilot"

[www.caa.govt.nz/safety\\_info/how\\_tos/how\\_to\\_be\\_a\\_pilot.pdf](http://www.caa.govt.nz/safety_info/how_tos/how_to_be_a_pilot.pdf)



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## THE CABRI G2

The **Guimbal Cabri G2** is a two-seat light piston-engined helicopter designed by Bruno Guimbal, a former Eurocopter engineer. Having entered commercial service in 2008, the Cabri is the most modern training helicopter available.

It has been designed from scratch with an emphasis on safety, utilising the latest advances in technology. With a composite fuselage and energy absorption seats the Cabri G2 has been developed and tested to the latest safety standards.

The fully articulated three-blade main rotor system has been built incredibly strong and provides a good combination of stability and manoeuvrability while the fenestron tail rotor design provides reduced noise levels and increased safety when operating in confined areas.

The Cabri is equipped with a state of the art glass cockpit which displays engine and system information in a simple and easy to read layout.



## MEDICAL CERTIFICATE

Visit the doctor. All pilots have to pass a medical exam provided by a CAA approved doctor. You can be disqualified if you have any health problems that might imply the risk of lapses in consciousness. These could include heart problems, psychological disorders, or a history of drug abuse. Your hearing and vision will also be checked, as well as your ability to perceive colour.

Students with poor colour vision may be prevented from becoming pilots. Pilots need to distinguish colours in order to understand instrument data when operating a helicopter. If you think you may have poor colour vision, ask your optometrist to administer a test before you begin pursuing a career as a pilot.

If you are worried about being disqualified for any of these conditions, talk to a CAA approved medical examiner about your concerns.

A class 2 medical certificate is required if you only intend to complete a Private Pilot Licence. If you intend going on to complete a Commercial Pilot Licence then you will require a class 1 medical certificate. To avoid possible disappointment it is a good idea to make sure you can pass the medical before beginning flight training.

To find a CAA approved medical examiner go to;

[www.caa.govt.nz/medical/how\\_to\\_get\\_med\\_cert.htm](http://www.caa.govt.nz/medical/how_to_get_med_cert.htm)



## FIT & PROPER PERSON

You must be assessed as a “fit and proper person” before the CAA will issue an aviation licence. You must, among other things, have demonstrated an acceptable respect for the law, such that the Director may have confidence in your ability to fly within the Civil Aviation Rules.

There is information on the applicable CAA forms to guide you through the process. It can take some time to get the information required to accompany your application, and we recommend you start this process as soon as possible.

- ④ Provide proof of identity.
- ④ Provide proof of address-for-service.
- ④ Provide a Criminal Record History from the Ministry of Justice.
- ④ Obtain an Offence History Report from the NZ Transport Agency.

As with the medical certificate, it is a good idea to make sure you qualify as a Fit and Proper Person before beginning flight training, to avoid possible disappointment.

You are required to remain a “fit and proper person” person throughout the operating life of your licence.

For more information go to...

[www.caa.govt.nz/Forms/FPP\\_Process.htm](http://www.caa.govt.nz/Forms/FPP_Process.htm)



# EXAMS

Each licence consist of 6 exams that vary in length from 40 minutes to 3 hours. A minimum pass mark of 70% is required, with any incorrect answers also requiring a KDR (knowledge deficiency report) to be signed off by a supervising instructor.

PPL exams have a Qualifying Period of 2 Years (Available time from the first exam credit to the last), then a Validity Period of 3 Years (Available time from the last exam credit to the pass date of a flight test). CPL exams have a Qualifying Period of 3 Years and a Validity Period of 3 Years.

- Flight Radiotelephony (PPL only)
- Air Law (PPL & CPL)
- Meteorology (PPL & CPL)
- Human Factors (PPL & CPL)
- Principles of Flight (CPL only)
- Navigation (PPL & CPL)
- Helicopter Technical Knowledge (PPL & CPL)

Students self studying can purchase study material for all PPL and CPL subjects at: [www.waypoints.nz](http://www.waypoints.nz)

Exam theory courses apart from Helicopter Technical Knowledge are available at North Shore Aero Club: [www.nsac.co.nz/courses/theory/](http://www.nsac.co.nz/courses/theory/) or at the Auckland Aero Club: [www.aac.org.nz](http://www.aac.org.nz)

Private tuition here at Auckland Helicopters can also be arranged. Please ask your instructor.

Further information on exam venues, timetables, and bookings is available at: <http://caanz.aspegexams.com/> and [www.caa.govt.nz/medical/how\\_to\\_get\\_med\\_cert.htm](http://www.caa.govt.nz/medical/how_to_get_med_cert.htm)

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# PRIVATE PILOT LICENCE

A private pilot licence will allow you to take passengers flying with you. As the pilot you are responsible for either paying all the costs yourself or you can split the costs equally with all passengers. You are not permitted to charge for the flight or receive any remuneration over and above the actual cost of the flight.

The private pilot licence requires...

- ✔ 17 years of age
- ✔ Class 2 medical certificate
- ✔ Assessed as a "fit and proper person"
- ✔ Pass 6 exams
- ✔ Minimum of 50 hrs instruction
- ✔ Pass a flight test

It is recommended that a student pilot should study for their private pilot licence written examinations early in their flight training to ensure that when they are ready for their solo cross country, they have attained the required PPL written examination credits.

The exact requirements for becoming a licensed private pilot are contained in the Civil Aviation Advisory Circulars to Part 61.

[www.caa.govt.nz/rules/ACs.htm](http://www.caa.govt.nz/rules/ACs.htm) AC61-3



# PPL FLOW CHART

## INTRO FLIGHT

Class 1 or 2 Medical

Fit & Proper Person

Pre Solo Phase

Solo Consoildation

Advanced Handling

Cross Country

Mountain Flying

Revision

PPL Flight Test



Flight Radio Telephones

Must have Medical Certificate

Human Factors

Air Law

Helicopter Technical Knowledge

Meteorology

Navigation

Must have passed all exams

PPL Cross-country demonstration  
of competence Mountainous  
Terrain Awareness Theory Course

Submit Licence Application, Flight  
Test Report, and Fit & Proper  
Person Application to CAA - PPL  
Licence issued.

# COMMERCIAL PILOT LICENCE

A commercial pilot licence will allow you to work for an aviation company.

The commercial pilot licence requires...

- ✓ 18 years of age
- ✓ PPL Licence
- ✓ Class 1 Medical Certificate
- ✓ Pass 6 exams
- ✓ Minimum of 150 hrs instruction
- ✓ Pass a flight test

We recommend studying for the commercial pilot written examinations before commencing CPL flight training. Having to study for CPL exams late in the flight training phase can result in a pilot having completed all the flight training but unable to take the flight test until all exams are passed. Delays in flight test preparation will result in additional revision flights.

The exact requirements for becoming a licensed commercial pilot are contained in the Civil Aviation Advisory Circulars to Part 61.

[www.caa.govt.nz/rules/ACs.htm](http://www.caa.govt.nz/rules/ACs.htm) AC61-5



# CPL FLOW CHART

PPL LICENCE ISSUED

Pass all CPL Exams

CPL Cross Country

CPL Cross-country demonstration of competence

Night Flying

Advanced Handling

Sling

Helicopter basic Mountain Flying Theory

Mountain Flying

Revision

Submit Licence Application, and Flight Test Report to CAA - CPL Licence issued.

CPL Flight Test



## JOB OPPORTUNITIES

Becoming a helicopter pilot is an exciting and challenging career. It will take patience and determination to get a start in the helicopter industry. Think carefully before making a decision to invest a considerable amount of your time and money.

### **More graduates than jobs.**

The number of people graduating with helicopter pilot licences and looking for entry-level work each year is greater than the number of positions that become available. Because of the difficulty finding work as a helicopter pilot, many people who graduate with licences do not go on to work in the role.

### **Demand highest for experienced helicopter pilots and ground staff.**

Demand is highest for experienced helicopter pilots as they have completed more flight hours so are more employable. For entry-level pilots, the best chance is to work in a ground crew position (often part time) for a

helicopter operator and slowly gain more flying hours and trust from the employer until a pilot position becomes available.

### **Many pilots look overseas for work.**

New Zealand helicopter pilots are well regarded internationally because of their experience flying in New Zealand's harsh weather conditions and mountainous environment. Because of the limited job market in New Zealand, many travel overseas to find work. However, helicopter pilots will need an aviation licence for the country they'll be working in, so they must pass more tests before they are able to work.

### **Most helicopter pilots work for small companies.**

More than 200 helicopter operators exist in New Zealand. Most are small companies employing fewer than 10 staff, or owner-operators. There are only a few larger companies that have 30 staff or more.

## Helicopter pilots can also work for businesses involved in...

- agriculture
- oil and gas exploration
- search and rescue
- schools
- tourism
- forestry
- mustering
- instructors at flying
- aerial crane
- fire fighting

Information source:

[www.careers.govt.nz/jobs-database/transport-and-logistics/transport-logistics/helicopter-pilot/](http://www.careers.govt.nz/jobs-database/transport-and-logistics/transport-logistics/helicopter-pilot/)



## GENERAL INFO

### Sun Protection

The New Zealand sun is very harsh, with some of the highest UV values in the world. The Cabri G2's cabin has amazing unobstructed views through its wrap around perspex canopy, but unfortunately does not offer any protection from the sun. We recommend sun protection. Wear a hat, use sunblock on any exposed skin, or alternatively cover up.

### Dress Standard

What ever you like. Just make it practical. Jandals aren't practical for learning to fly. When you have 5000 hours you can wear Jandals if you really want to! If you are considering a career as a commercial pilot, your suitability for any future job includes personal presentation. It is normal practice for a prospective employer to phone for a chat about an ex student regarding their flying skills, decision making ability, punctuality, personalty, and presentation.

### Cleaning the Helicopter

Is the pilots job! You will notice our regular turbine pilots cleaning their helicopters on the apron. These are five times bigger than the Cabri and take five times longer to clean! The Cabri has a ceramic coating applied to the paint work that only requires hosing off and a quick clamios. No detergent necessary. Cleaning the helicopter with a brush is not permitted. The instructor will give you a quick brief on the cleaning process.