Wanaka
HELICOPTERS

DIPLOMA IN AVIATION

2022 Course Information

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2022 DIPLOMA IN AVIATION

Thank you for your interest in the Diploma in Aviation (NZ3688, General, Helicopter, Level 5). We know that it takes a lot of patience, hard work, and saving to take this step toward becoming a professional helicopter pilot and we appreciate that you are considering training with us.

Last year, the Ministry allocated 60 seats (nationally) for the Diploma. We will learn our 2022 allocation in mid-October 2021 allowing us to send out offers of placement in late October or early November just as soon as we can. Candidates receiving offers have a fortnight to accept or decline the offer. We hope to have all notifications complete by the end of November so that trainees have time to make relocation arrangements. We expect again to have more candidates than available seats, so get in early with your completed application! We hope to be able to offer you a placement, but if we cannot, we would like to help you pursue your flying career in whatever way we can.

Course Costs

Candidates with fewer than 60 post-secondary academic credits may be eligible for the provider-based Fees-Free programme. Visit FeesFree.govt.nz or talk to us to see if you are eligible. Individual course costs are fixed each year, but any annual increases are limited to 2% or less. For domestic students (NZ/Aus) the cost of the course in 2022 is $115,000 ($103,000 for full Fee-free funding). The international student cost is $138,000. Any shortfall from StudyLink student loans (typically $43k-$45k) needs to be deposited as your 'personal contribution' to study. A second year student loan depends upon satisfactory academic and flight progress in year one. All funds are deposited into a Public Fee-Protect Trust fund account. We have included a list of the course items included in our programme cost.

You will see that Wanaka Helicopters takes a transparent, start-to-finish approach to aviation training costs. We aim to remove worries of most of the 'incidental' costs during training. Aviation is always a team effort and to help build the industry's next generation of scenic, commercial, agriculture, and rescue pilots we are pleased to help trainees through our own scholarship programme! In 2022 Wanaka Helicopters is able to offer one $10,000 scholarships to New Zealand Māori or Pasifika heritage and one $5,000 scholarship for female candidates. We also encourage Upper Clutha residents to apply for the Allen Hogan Scholarship. Each candidate should actively explore their communities for other assistance opportunities.

Course List

A course list is included. The Diploma consists of 8 core aviation theory courses, 8 safety and operations management courses, 4 courses to cover new commercial compliance requirements, and 13 flight courses. These courses include the CAA requirements for private and commercial pilot licences, but go above and beyond them. Courses have classroom discussions, required reading, presentations, assignments, and flying exercises designed to help you succeed in your exams and post-diploma career. Ground courses are done as a group on a specific schedule, but flying requirements advance depending on individual progress. We expect students to achieve CPL competency within about 152 total flight hours, competency cannot be gained in fewer than 150 hrs. Progress is reviewed regularly to identify, as early as possible, if competency will require more flight time. This is very rare, but additional flying, if required, is at the student's cost.

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CHECKLIST FOR APPLICATION

Keen to kick off your training? Here's a pre-flight checklist to move your application forward. You are welcome to submit parts via email, you don't have to wait until everything is complete to submit. If you have any questions, please call or email our Academic Coordinator, Brian Paavo at 03-443-1085 or email brian.paavo@whft.ac.nz.

- ☐ **Trial Flight / Interview** - If we haven't met you in person, arrange a flight/interview before the end of October.
- ☐ **Application details** - Complete an online enrolment form at: https://goo.gl/forms/GWF2YPMaaBwpjjES2
- ☐ **CV** - Email a PDF-format of your current CV to us. Include your education and employment history, skills and interests, awards, community work, and any memberships you hold.
- ☐ **Brief Essay Written Responses** - Email a 50-100 word response to each of the following:
  What personal and work attributes do you think make a professional pilot?
  What skills do you have that contribute to success in classroom, office (operations), and cockpit training?
- ☐ **Reference** - Nominate a person (include name, phone, and email) who is suitable, willing, and able to fill out a 8-15 minute online reference for you (we will send them the link). It should be someone not related to you, preferably someone you've worked for, but possibly an educator who knows you and your work ethic well. If you wish to apply for the New Zealand Māori Heritage Scholarship you must also have your whakapapa confirmed by a Kaumātua, please send their name and email or phone number.
- ☐ **Training Handbook** - Read the attached training handbook, it is your study contract with us. Ask any questions you have since you will be required to sign a training agreement during orientation.
- ☐ **Fit and Proper Person (FPP)** - Resolved, minor traffic violations before training do not typically affect your PPL and CPL licensing. However, offenses after the start of training may. You should identify if you have any criminal convictions or traffic offence patterns which may affect your FPP status before training. See https://www.caa.govt.nz/assets/legacy/Forms/FPP_Handbook.pdf
- ☐ **Funding** - A Fee-Protect trust will be established to fund your study. To enrol, you will need to deposit your personal contribution funds to it before 15th December. Apply with StudyLink early to determine funding. All funding arrangements should be complete by 15 December to ensure a seat on the mid-January start.
- ☐ **Preparation and Starting documents** - You may wish to wait until you have received an offer of placement to fulfill these two requirements or you may wish to complete them now since they are required for flight training.
  Class 1 Medical Certificate (see https://www.caa.govt.nz/medical/medical-home/), we can help with pre-booking in Wanaka.
  Aspeq Radiotelephony Exam (Passing Mark >70%) - We encourage you to prepare with the Waypoints 'Flight Radio' text (see http://www.waypoints.nz). Exams are booked through https://caanz.aspeqexams.com, book early to find a suitable date. We have online resources to help.

And we're off! Wanaka Helicopters prides ourselves on training the best helicopter pilots with high employability. We hope that our programme, course offerings, experienced instructors, hands-on/operational attitude, focus on post-diploma career success, and stunning mountain training environment makes us the best option for you. Thanks for considering us and we look forward to hearing from you!

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FREQUENTLY ASKED QUESTIONS

Q: Will I get my Private and Commercial licence? Can I fly my friends during the diploma?

A: Both licences are included as part of the Diploma, but every licence requires experience (a minimum of 50 flight hours for PPL and 150 flight hours for CPL) and the pilot must demonstrate flying to standard. Rarely, students require more flight time to meet standards, but we discuss your progress continuously throughout training so that you can make a good decision. This is most a concern for students with some prior flight experience at other times in other environments. In general, all of your diploma flights are with you and one of our instructors or flown solo.

Q: What is the time commitment of the Diploma? Can I also work during terms?

A: Most domestic students apply as full-time students with StudyLink student loans and are therefore limited to 20 hrs/wk of paid employment (40 during breaks). Diploma courses and flights are typically scheduled (see following pages) Mon-Fri from about 8am to 5pm. Classroom sessions vary between courses, but typically occupy 2-4 days per week with the other days open for flights, operations experience, and self-study. During the first 6 months, students have a lot of reading (typically 2-4 hours per night) to do outside of class. Since study takes 35-45 hours per week of effort, holding an evening or weekend part-time job is possible, but avoid during the first 6 months if possible.

Q: When do I get to fly?

A: Unlike many flight schools, Wanaka Helicopters strongly believes in integrating practical cockpit and class lessons. Trainees typically fly 50-70 hours spread out over their first year and based on individual progress while they are completing PPL, CPL, and Operations courses and exams. It is not advantageous to 'rush' through flight training early on. Most students will gain their PPL at or near the end of year one and the complete the rest of their flying (typically 150 hours) sometime between September and December of year two. Ground courses are usually completed by August of year two.

Q: What do I get to fly?

A: Students will train in a two-seat trainer during their first year. This may be a Robinson R22 Beta II or Guimbal Cabri G2. After completing their PPL they will then cross-type to the other two-seat trainer and then complete a type rating in the most common commercial helicopter in the world, the four-seat Robinson R44 Raven II. This provides valuable training for employability and also allows students to choose the most appropriate helicopter for a given flight objective. Eight R44 hours and 142 two-seat trainer hours are built into the costing, but students may choose other types to train in after their PPL at additional cost (most commonly additional R44 time, AS350 rating, or H500 rating).

Robinson R22 Beta II

Guimbal Cabri G2

Robinson R44 Raven II

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Q: Is accommodation available?

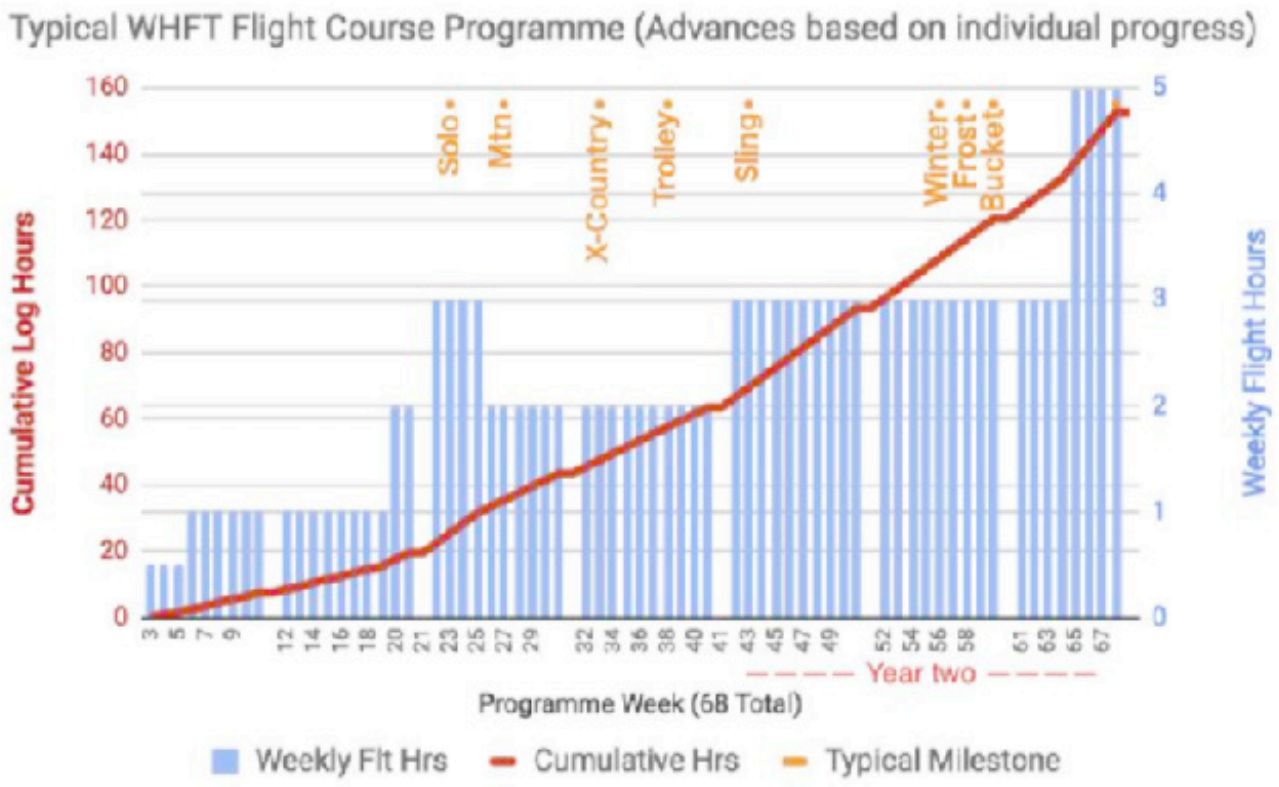
A: Wanaka Helicopters is unable to provide long-term housing, but recommends that all students arrange only short-term accommodation (1-3 weeks) before the start of classes. In all past years, during this time students have either found local accommodation (often a room in a shared house) or grouped together to share a house. This is often the most economical solution and also one we recommend as students find it very helpful to live, carpool, and study together.

Q: I've flown a plane, a helicopter, taken an exam, or started study elsewhere. Does that count?

A: Every application will go through a Recognition of Prior Learning (RPL) process prior to receiving their offer letter. While credits on your record of achievement can be assessed electronically student's with flight hours will need to undertake an assessment flight with one of our instructors to determine the amount of flight experience credited, but EVERY hour you fly anything is valuable to your overall training experience.

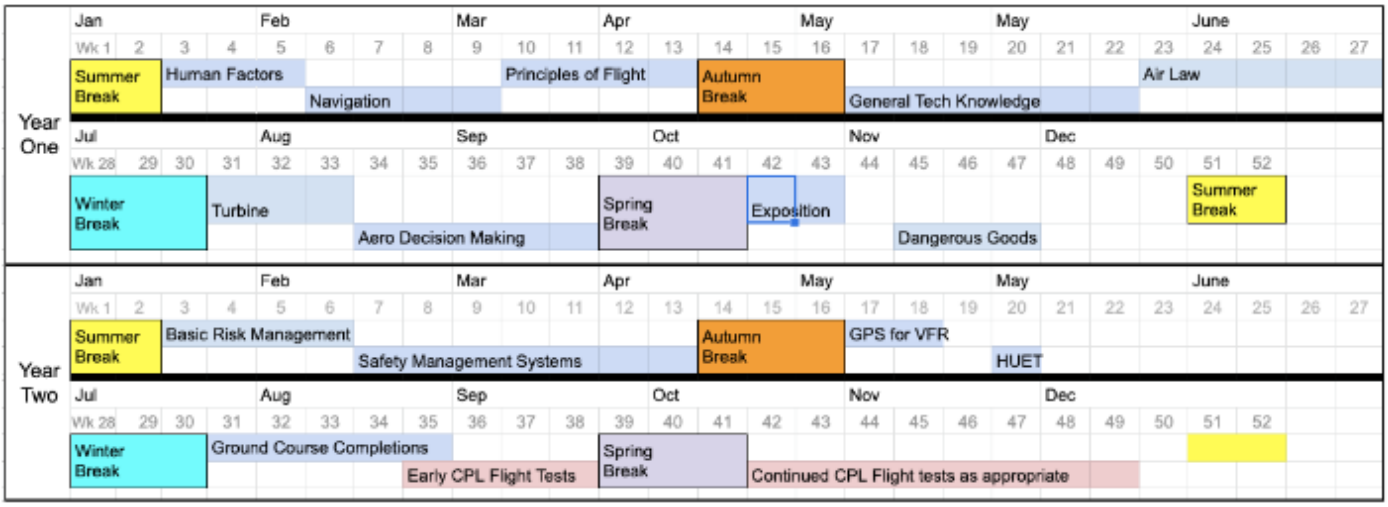
Q: How much flying do I do each week? (All flights conditional upon weather conditions.)

A: During the first several weeks you will typically only fly 0.5 - 1 hour per week, this ramps up at key stages such as solo and again during flight test (PPL or CPL) prep.



Q: Are there holidays during the year?

A: Yes, schedules vary due to calendar, weather, and operational conditions, but a generalised diploma programme is shown below. Ground courses vary in length from 1 to 5 weeks (2-4 days per week, more in year one, fewer in year two) with flights, briefs, and ground operations occurring on 1-3 days per week (fewer in year one, more in year two). Students are expected to be available and on-site between 08:00 and 17:00 mon-Fri, though most courses are scheduled 08:30-15:00. Flights are available upon request during weekends if a weekday flight is cancelled.



Q: Can I work towards the Diploma part-time or even just take one or two of the classes?

A: Yes, but most ground classes are taught only once per year, so close communication is required for part-time study. Your ability to qualify for student loan funding is affected by your enrolment.

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DIPLOMA COURSE STRUCTURE

	COURSE	CREDITS	COURSE NAME	UNIT STANDARD	FLIGHT HRS	YEAR
	Pre-req	5	Flight Radiotelephony credit reporting	23424	0	Pre-req
FLIGHT THEORY	HT015	15	CPL Principles of Flight (includes PPL exam)	26186	0	Year 1
	HT025	15	CPL Navigation and Performance (includes PPL exam)	26204	0	Year 1
	HT035	8	CPL Air Law (includes PPL exam)	26203	0	Year 1
	HT045	15	CPL Meteorology (includes PPL exam)	26206	0	Year 1
	HT055	8	CPL Human Factors (includes PPL exam)	26205	0	Year 1
	HT064	4	Air Transport of Dangerous Goods	21837	0	Year 2
	HT075	8	Basic Turbine Knowledge	26181	0.2	Year 1
	HT085	15	CPL General Technical Knowledge (includes PPL exam)	26187	0	Year 1
OPERATIONS	HE010	3	Aircraft Types and Aerodrome Marks	19586	0	Year 2
	HE035	5	Aeronautical Decision Making	23551	0	Year 1
	HE020	8	Ground Operations	2907, 20634	0	Year 1
	HE063	3	GPS for VFR	26197	0	Year 2
	HE055	15	Safety Management Systems	27029	0	Year 2
	HE075	5	Risk Management Basics	23552	0	Year 2
	HE080	3	Helicopter Underwater Escape Training (HUET)	28310	0	Year 2
	HE155	8	Exposition and Light Helicopters Requiremnts/RSAT	26177	1	Year 1
	HE015	5	Dangerous Goods for Road Transport	16718	0	Year 2
	HE020	8	Essential Fire Scene Requirements for Pilots	3285, 20388, 14564	0	Year 2
			Additional Type Ratings (R22, Cabri, R44)		in HF085	Year 2
	HF135	8	Advanced Long-line sling loads	27680	1	Year 2
	HE010	4	Mountain Survival First Aid	6400, 6401, 6402	0	Year 2
FLGIHT	HF005	4	First Solo	23433	20	Year 1
	HF010	3	PPL Cross Country	23435	10	Year 1
	HF025	8	Mountain Flying	26190	10	Year 2
	HF035	5	Winter Flying	26184	4	Year 1
	HF045	10	CPL Cross Country Navigation	26191	20	Year 2
	HF055	15	PPL Flying Skills and Prime Rating	23430, 26188	28	Year 1
	HF065	5	Simulated Instruments and Night VFR	27185	12	Year 2
	HF075	25	CPL Flight Test Prep	27184	15	Year 2
	HF085	10	CPL Flying Skills (including R44 hours)	26185	14	Year 2
	HF115	4	Fire Bucket Operations	27678	4	Year 2
	HF125	6	Frost Protection Operations	27679	2	Year 2
	HF130	6	Basic Sling	26200	9	Year 2
	HF145	3	Trolley Take-Off and Landings	27681	1	Year 2

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WHAT'S INCLUDED...

Pre Study During Study	COURSE ITEM	INCL	REQ	RECC	OPT
Pre Study	Radio Textbook and Exam (Entry Requirement)		●	●	
Pre Study	CAA Medical Certification Application Fee		●		
Pre Study	Medical Examination Class 1 (Report to your med exam as you would for flight duty, with no alcohol/drug impairment AND zero blood alcohol level.)		●		
Pre Study	Trial Flight (30-60 min flight plus brief and debrief)		●		
Pre Study	Programme Interview (Travel or Teleconference as arranged)		●		
During Study	TEXTS - Wanaka Flight Training Manual	●			
During Study	CPL Heli Kit (PPL/CPL Nav, Law, Met, PoF, AirTech)	●			
During Study	Human Factors	●			
During Study	Basic Turbine Knowledge	●			
During Study	CAA Logbook (CAA 1373)	●			
During Study	Online Training System (Moodle)	●			
During Study	2 yrs Navigation Charts (C7/8, C9/10, C11/12, C13/14 1:250K scale)	●			
During Study	Jeppesen Flight Computer and Nav Plotter	●			
During Study	NZRunways Subscription (2nd year, after manual work meets standard)			●	
During Study	150 flight hours	●			
During Study	Light Aircraft Type Ratings (Cabri G2 or R22)	●			
During Study	R44 Type Rating (3 hrs type +5 hrs for sling, X-country, etc.)	●			
During Study	Theory Exam Fees (PPL/CPL for ea. Nav, Law, Met, PoF, Human Factors, BTK, AirTech)	●			
During Study	English Proficiency Exam (English as a first Language)	●			
During Study	English Proficiency Exam (English as 2nd language with a score of <6)		●		
During Study	Personal Headset (All aircraft have ANR headsets available for training)				●
During Study	Training School Uniform (Cap, Jacket, Jersey, Polo (x2))	●			
During Study	Training School Uniform T-shirts				●
During Study	PPL / CPL Licensing, issue, and examiner fees	●			
During Study	PPL / CPL Flight Tests	●			
During Study	Wanaka Airport Landing Fees	●			
During Study	Cross-Country Away Landing Fees (Pilot In Command Responsibility)		●		
During Study	DG Transport endorsement (Driver's Licence Endorsement)	●			
During Study	Passenger Service Endorsement (Driver's Licence Endorsement)			●	
During Study	Robinson Safety Awareness Training (Initial and recurring)	●			
During Study	Drug Testing Participation (Initial and random recurring)	●			
During Study	Required Course-related B&W/Colour Printing and Copying	●			
During Study	Fieldtrip Accommodation (Canterbury/West Coast sessions only)	●			
During Study	Smartphone			●	
During Study	Laptop (w/ keyboard, WiFi, Chrome Browser)		●		
During Study	WiFi On-site Access (access at accommodation is helpful)	●			
During Study	Wide-field Sunglasses (prescription, if glasses required)		●		
During Study	Head Torch (variable level and red filter recommended for night flight)		●		
During Study	NZHA Membership	●			

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COURSE CATALOGUE

FLIGHT THEORY

HT035 Air Law

You must know the road code for the skies! People credited with this unit standard are able to demonstrate knowledge in accordance with CAA rules, safe and accurate planning of operations under visual navigation procedures. Any person can learn to fly, but only professional pilots will continue to fly. If we abide by the established laws we ensure that our safety is more important than any personal or organisational goal. Just like your parents explained on countless occasions, 'rules are established to protect not to restrict.'

HT025 Navigation

Safe and correct navigation flight planning is a fundamental skill for any professional aviator. As rotary pilots we will often be piloting with reference to ground features; good navigation and flight planning will play a huge role in the safety, efficiency, and ultimate success of your flight missions. The purpose of this course is to develop a thorough knowledge of the tools and procedures for MANUAL chart-based navigation and flight planning which includes preparing contingency plans.

HT045 Meteorology

Every pilot must have or develop a keen interest in the principles of meteorology. It is an essential skill to be able to locate and read the appropriate forecasts or observations and know their limitations, as well as accurately anticpate the flow of air with respect to the terrain and the regional atmospheric situation you might fly through. This course covers theoretical and practical aspects of helicopter flight operations in regional and global contexts appropriate for the CPL.

HT055 Basic Human Factors

Aircraft are well-designed machines which get better every year. Basic human physiology (how the body works) and psychology (how the brain works) doesn't improve without dedicated, continuous effort by individual pilots. The purpose of this course is to introduce some of the essential human factors which affect aviation safety and performance. This course serves as an introduction to human factors (aimed at the basic theory examinations). Many of the concepts will be revisited in later courses like Aeronautical Decision Making.

HT015 Principles of Flight

Most of us grew up experiencing ground transport, how an automobile is controlled, how road conditions affect performance, etc. We developed an intuitive understanding of how driving works. Most of us do not, on our own, develop a fundamental understanding of flight! This course aims to develop that understanding, discussing the essential 'why does that happen?' questions about safe and unsafe helicopter operations. During this course we will go over the texts, syllabus, and exercises, but most importantly we will discuss how all of the helicopters systems work together for flight.

HT085 General Tecnical Knowledge

The purpose of this course is twofold. First, to familiarise pilots with enough knowledge about aircraft mechanical, electrical, fuel, oil, and instrumentation systems that they can conduct thorough pre-flight inspections, recognise problems before they become critical to flight safety, diagnose common faults to a level enabling useful communication with licensed engineers, and develop a deeper understanding of flight and performance beyond control manipulation. Secondly, develop mastery of one of the most crucial and often-challenged aspects of safe and professional rotary flight is loading procedures and calculations.Combining the PPL and CPL subjects, Airtech is the largest syllabus covering the fundamentals of helicopter piston engines, instruments, rotor systems, support systems, and weight and balance.

HT074 Basic Turbine Knowledge

Most of basic pilot training occurs in piston engine helicopters for practical and economic reasons, but much of a professional pilot's working life is spent in turbine-powered aircraft. BTK teaches the basic operating principles of gas turbines, instrumention, and faults leading to a turbine rating which then allows a student to undertake optional turbine-aircraft type rating if they wish.

HT064 Acceptance for Air Carriage of Dangerous Goods

People credited with this unit standard are able to demonstrate knowledge of the regulations and their own responsibilities relating to the acceptance and carriage of dangerous goods by air, the hazards they pose in the aviation environment, marking and labelling of dangerous goods for carriage by air, and emergency response procedures in relation to items carried in passenger spaces. This is to provide professional pilot knowledge required for safety briefings and sound operational decision making when loading and carrying passengers in aircraft. The air carriage portion of this course is subject to renewal every 24 months and subject to workplace-specific policies and procedures.

OPERATIONS

HE010 Aircraft Types and Aerodrome Marks
HE020 Ground Operations

Whether working on the apron at a modern international airport or refuelling your helicopter in a high-country paddock every pilot must understand the infrastructure and basic procedures that keep them in the air. Types and Marks helps trainees recognise aircraft types, navigate aerodromes, and communicate with air traffic control and other aviators while ground operations covers the procedures and everyday reality of moving, fuelling, cleaning, and other light-maintenance tasks aircraft require.

HE035 Aeronautical Decision Making

Everyone involved in aviation regularly makes decisions with profound consequences. The purpose of this course is to help us become aware of the generalised process of decision making, develop personal knowledge about how each student makes decisions as well as appreciate the challenges for others while identifying barriers and instituting good professional practices in practical situations. Topics covered include information processing leading to effective decision making, barriers common in aviation, and students will be able to apply the decision making process to an aviation scenario.

HE063 GPS for VFR

Navigation is a fundamental part of any flight. Whether the flight remains within your local area of operation or proceeds further afield, some form of navigation will always be required. GNSS provides us with a modern day system which, if used correctly, can reduce pilot workload and drastically improve en-route planning, accuracy and efficiency. It can also be used as a tool to provide a wider perspective on one's surroundings and thus aid situational awareness. A GPS can, however, be a distraction in flight and a mystery to some in practical backcountry. The aim of this course is to give the student an understanding of how GPS works, its limitations, and real-world use as a preferred tool in flight navigation.

HE075 Risk Management Basics
HE055 Safety Management Systems (SMS)

Every Air Operator must have and continually use a Safety Management System (SMS) integral to their daily operation. Even small operations with only a few employees and helicopters may have multiple SMS roles in education, monitoring, analysis, reporting, and auditing. Risk Management Basics covers the underlying principles of risk analysis, evaluation, and mitigation in general terms. SMS then covers each of the fundamental elements of NZ CAA's requirements for SMS so that students can 'hit-the-ground-running' ready to learn any employer's unique SMS and work toward entry-level SMS support roles.

HE080 Helicopter Underwater Escape Training (HUET)
Graduates of HUET courses have a 60% improved survival rating in water ditching incidents. This course uses classroom, online, and in-pool sessions to practice bracing, egress, and sea-survival skills. Whether filling a fire bucket in an alpine lake or carrying crew to offshore installations, HUET is rapidly becoming mandatory for many operators and aviation authorities. More importantly, by repeatedly undertaking disorientation and egress drills, you'll have essential experience to take the right actions in the critical seconds during a water-ditching.

HE155 Exposition, RSAT and Light Helicopter Requirements
Working for an Air Operator requires more than a CPL. It requires an understanding of the certificate holder's documentation and procedures. New pilots also typically undergo a formal induction process including a Flight Crew Competency Check (FCCC, annually renewed) and Biennial Flight Review (BFR, renewed every two years). These procedures can differ between operators substantially and may be more restrictive than CAA rules. This course also includes Robinson Safety Awareness Training since it is an important part of our practical working environment.

FLIGHT

HF005 First Solo
After you can consistently demonstrate safe take-offs, landings, circuit flights, hover taxiing, and emergency procedures (straight autorotations), one of our Category A or B instructors is convinced you can safely fly solo and sends you into the sky on your own as they monitor your progress by radio. One of the most important milestones in flight-training and the gateway to more advanced training. Every flight achievement requires a minimum amount of experience (typically 20 hours for 1st solo), but also pilot performance to specific flight standard so timing does vary for individuals.

HF010 PPL Cross Country
Once you have the basics of flying this course puts together your navigation, flight planning and performance, radio, and meteorology skills into use as you fly 25 nm or more away from base to land at another aerodrome and return. Several flights are conducted with an instructor on board presenting challenges such as simulated weather diversions to help you learn how to make good decisions before you undertake solo cross-country flights where instructors follow your progress via radio.

HF015 PPL Flying Skills
There's more to flying a helicopter than up, straight, and down safely! During these flight hours trainees exercise their practical skills like map reading, confined-area landings, slope operations, mountain flying, managing high all-up weight, and crucial emergency procedures like limited power take-offs and landings, 180 degree autorotations, and tail-rotor emergencies and finishing up mountain and cross-country PPL flight tests.

HF055 Flight Test Prep and Prime Rating
After learning flight basics, it's time to spend a concentrated period of flying every day, going through each of the CAA's flight exercises in mock tests, and tidying up each skill as you gain experience for the PPLH Flight Test with one of our examiners. Unexpected costs and fees are frustrating so Wanaka Helicopter's pricing includes application, testing, and licensing fees for a predictable, high quality training experience. Trainees following our concentrated flight programme will likely be ready for testing around 50-55 flight hours, but if you're older or need to spread out your study, you may need a few more hours to be confident of gaining your Private Pilot Licence on the first try. With your PPL you will be able to share the costs of private flights with friends and family in your own or aeroclub helicopters.

HF045 CPL Cross-country Navigation
PPL holders expand their operational areas conducting flights, dual and solo, between Wanaka and the Central Lakes, Te Anau, Mackenzie Basin, Invercargill, or Dunedin. CPL Cross-country is not only a time to hone your flying and decision-making skills, but also a time to appreciate some of the most beautiful country in the world under the supervision of an instructor.

HF130 Basic Sling
HF025 Mountain Flying

Just one of the reasons the NZ CPL licence is so highly valued around the world is the extra experience we require from all pilots to safely manage external loads and fly in mountainous terrain. Sling training is often described as 'learning to hover all over again' or balance on a ball on top of a swing! Besides your flight skills, sling training tests your performance and load planning, gear inspection, emergency prepardeness at low altitudes, and rigging techniques. Mountains present special meteorological, human factor, and navigational challenges that help you become a better pilot over flat land as well.

Flight Experience
CPL Flight Test

Just one of the reasons the NZ CPL licence is so highly valued around the world is the extra experience we require from all pilots to safely manage external loads and fly in mountainous terrain. Sling training is often described as 'learning to hover all over again' or balance on a ball on top of a swing! Besides your flight skills, sling training tests your performance and load planning, gear inspection, emergency prepardeness at low altitudes, and rigging techniques. Mountains present special meteorological, human factor, and navigational challenges that help you become a better pilot over flat land as well.

HF035 Winter Flying

It's winter all-year 'round on a glacier. Snow and ice conditions, on the ground and in the air, bring different hazards into play for both the pilot and his or her helicopter. This course is a brief introduction to the practical aspects of correctly preparing for, operating in, and secuirng yourself, passengers, and aircraft in winter flying conditions. Course topics include CAA regulatory requirements in addition to best practices with regards to normal and abnormal situations likely to arise in winter operations that aren't as common as most other daytime VFR Part 91 ops.

HF125 Frost Protection Operations

Once students have some experience flying at night and under simulated 'instruments' conditions, this course briefly introduces practical aspects of agricultural frost protection operations, Central Otago is used as our model flying for vineyards and cherry orchards. Course topics include CAA regulatory requirements for such operations in addition to best practices with regards to the commercial aspects, communication and pre-flight consultation with the farmer, site reconnaisance for hazards, ground communications, and equipment requirements and control for successful operations in low-light, low-level scenarios.

HF065 Simulated Instruments and Night VFR

How do you avoid clouds you can't see? How do you manage the complex visual illusions of space, distance, altitude and orientation in the dark? Most people take the advice of the birds and avoid flying at night for good reasons, but anticipating risks and practicing night flying skills can be life-saving during early-morning flights or evening flights that go longer than planned. During this course trainees fly in Wanaka and in Canterbury to gain first-hand experience at night flying with dense city lighting and dark rural areas, navigating to new aerodromes and unprepared sites, and working in controlled and uncontrolled airspace.

HF115 Fire Bucket

This flight course is a brief introduction to the practical aspects of correctly inspecting, rigging, filling, transporting, dumping, and de-rigging a firebucket. Course topics include CAA regulatory requirements for such operations in addition to best practices with regards to normal and abnormal situations likely to arise in bucket operations that aren't as common in other external load (Part 133) ops. Trainees will continue basic sling skills gained in their primary two-seat trainer, but may opt for R44 training if they are thinking of a career in agricultural spreading.

HF145 Trolley/platform Take-offs and Landings

Trolley introduces trainees to assessing fitness of and landing on trolleys and platforms instead of comfortably large heli-pads. Topics include awareness of loading, positioning, relocating, consequences of wind direction, sight limitations, trolley construction, and surrounding buildings people, and objects. It is important to remember that this is an introduction, each Air Operator is responsible for pilot training for their operational situations - for example tuna boats, temporary bush pads, or tower platforms, etc. This course is often the first place diploma students demonstrate professional planning, reporting, and indepedent software and presentation skills.

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