

**Training Towards the  
Commercial Pilot  
Licence**



**Sunair**  
AVIATION LTD

**Train for an Airline with an Airline**

Welcome to Sunair. We hope that you enjoy your time with us and get as much from your flying as we have from ours. This guide was produced by the instructors at Sunair to answer some of the more frequent questions we get about obtaining a Commercial Pilot Licence (CPL).

### ***What can I do with a CPL?***

With a PPL you can carry passengers with you when you fly, although you are not able to charge for your services. However, with a CPL you can fly an aircraft with passengers for hire and reward. This means that you can work as a pilot in a commercial setting and get paid for your work. Along with this you maintain all the privileges of your PPL licence.

### ***How old do I have to be to start training?***

To sit the flight test and apply for the licence you must be at least 18 years old.

### ***What medical requirements are there?***

Unlike your PPL licence for the CPL licence you will require a class one medical certificate. This is issued following a medical examination by a Civil Aviation Authority designated medical examiner. There are currently two designated medical examiners in the Whangarei area. The medical requirements for a Class 1 medical are not onerous and there is more focus upon eyesight however glasses are usually ok.

### ***What Flying Hours Do I Need to get My Licence?***

Before you can sit your final flight test you must have logged the following minimum flight hours:

200 hours total flight time.

100 hours total solo flight time.

30 hours of cross country navigation (20 of which are greater than 200nm long).

10 hours dual instruction in instrument flying.

5 hours dual instruction in basic mountain flying

If you wish to fly at night, you must also complete 10 hours of night flying which must include at least 4 hours of dual instruction and 5 hours of solo flight. Night flying is optional and not required for the issue of a NZ CPL.

### ***What Exams Do You Have to Pass?***

You must pass CPL level written examinations in the following:

- Air Law.
- Meteorology.
- Navigation and Flight Planning.
- Aircraft Technical Knowledge.

- Human Factors.
- Principles of Flight

The level of difficulty of the exams is a step higher than the PPL exams and will require thorough study. Study guides are available for each subject, and the exams are taken on a regular ongoing basis in Whangarei. The study guides cost about \$70 each and exams cost \$87 per sitting. As well as the study guides, Sunair instructors can run night classes to coach you in each subject. Your instructor at Sunair will show you how to obtain the study guides, the required equipment for each exam, and how to apply to sit each examination.

We recommend that you begin studying for your first exam once you start your training as to complete the ground theory in a timely manner.

### ***Are There Any Other Requirements?***

You must undergo the CAA Fit and Proper Person assessment process. Under New Zealand law, all applicants for a pilot's licence must demonstrate that they have an acceptable respect for the law. Minor criminal convictions and traffic offences are not a problem, but if you have something more serious in your past it may be a good idea to undergo this check prior to spending money on flight training. The check is carried out in complete confidence by the CAA. This must be no older than 3 months old before sending it off to CAA with your licence application.

After your flight training you are required to pass a practical flight test in an aeroplane with a CAA authorized flight examiner. Like a drivers licence test with wings.

### ***Who are Sunair?***

Sunair Aviation Ltd is privately owned by Dan & Bev Power and has enjoyed a safe operating history spanning over 30 years, something we are all very proud of. Initially starting as a commuter operator to Motiti Island in the Bay of Plenty with one aircraft, we now operate a fleet of twin engine + single engine aeroplanes, in New Zealand. Sunair is a fully licensed Regional Air Transport Operator between 7 provincial Cities. These aircraft operate on scheduled services and charters. As is the case with all airlines including the likes of Air New Zealand Ltd, we are fully audited every year, by the New Zealand Civil Aviation Authority, on matters of safety and maintenance.

With a wealth of experience and knowledge across our senior management team who provide oversight on a day to day basis.

### **To introduce you:**

**CEO** – John Funnell; former CEO of the Rescue Trust Helicopter Service, former Director of Airways Corporation, Past president of AIA, Recipient of MBE for services to search and rescue.

**General Manager** – Doug Roberts; Ex-CEO Eagle Airways and Air Nelson Executive

**Maintenance Controller** – Qwilton Biel ....

**Flight Operations Manager** – Daniel Power; 42 years' experience and knowledge, LAME Engineer

**Safety Management System Manager** – Brett Cullen; Flight Instructor, ATO Pilot

**Flight Training Manager** – Alan Breen; Over 14,000 hours in flight time logged

The company is managed under the scrutiny and auditing, both internal and external by the CAA, annually. The Sunair Flight Training School is entering and experience, well developed Aviation provide with many advantages over other flight training organisations.

Sunair is based at Tauranga City Airport but with further crew bases at Gisborne, Hamilton, & Whitianga, providing a route structure encompassing:

**Hamilton – Tauranga – Gisborne – Whitianga – Great Barrier Island & Whangarei Airport.**

With these services throughout the North Island, we provide valuable travel links between provincial regions without needing to go via Auckland or Wellington. This offers same day travel on business or medical matters, without needing costly overnight accommodation. We operate about 4000 departures a year and to date have accumulated over 60,000 flying hours, with a total staff of 15. We are proud to have over 1200 regular customers and agents using our services.

Many of our travelers are from Government Departments and Hospitals, as well as business clients and most are repeat customers. Charters is a preferred option for many corporate clients, and Government Departments, which offer a cost effective option for small groups making the ultimate in time efficiency as a very effective method of travel giving flexibility in departure times, and being able to meet special needs.

Proudly approved AoG (All of Government), air operator, the only smaller operator to have gained the confidence of MBIE in Wellington to gain this sought after approval.

### ***How Does Flight Training Here Work?***

When you are ready for your first lesson, contact us and book yourself in for either a trial flight or your first lesson. A lesson consists of a 30-minute briefing in the briefing room, followed by up to a 45-minute flight, then followed by a short debrief. You should allow two hours for each lesson. You can fly any day of the week, subject to weather and instructor availability at the time of booking.

You can train as fast or as slow as you like. An optimum pace is two lessons per week. This gives you time between lessons to absorb what was taught in the previous lesson and prepare for the next one. Others have more time on their hands and train full time. A CPL can be completed in about 2-3 months if you work hard and are good at studying for and sitting exams.

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

Flying lessons are paid according to the amount of time the aircraft engine is running, as recorded by a hourmeter in the aircraft. Our current rate is \$650/hour of engine run time. Also, there is a \$50 charge for any pre-flight briefings (not all flights involve a pre-flight briefing). The time logged in your logbook is also based on engine start to engine stop. On average, this works out to the airborne time for the aircraft, plus 0.2 hours taxiing and ground running time.

All aircraft landing at either Whangarei & Tauranga must pay a landing fee (for the owner of the airfield – your friendly local council. This price can vary depending on the airfield. So, for a 42-minute dual training flight expect to pay the following:

Ground briefing	-	\$50.00
Airborne time	-	0.7 hours @ \$260/hour =\$182
<u>Landing fee</u>	-	<u>\$25.00</u>
Total	-	\$257.00

A Class 1 medical will cost approximately \$750.

Theory exams cost \$87 each to sit, and you should budget \$200 - \$300 for each subject for all the study guides and reference material you will need.

Other miscellaneous costs are as follows (As of 2017):

NZ Flying Training Manual - \$99

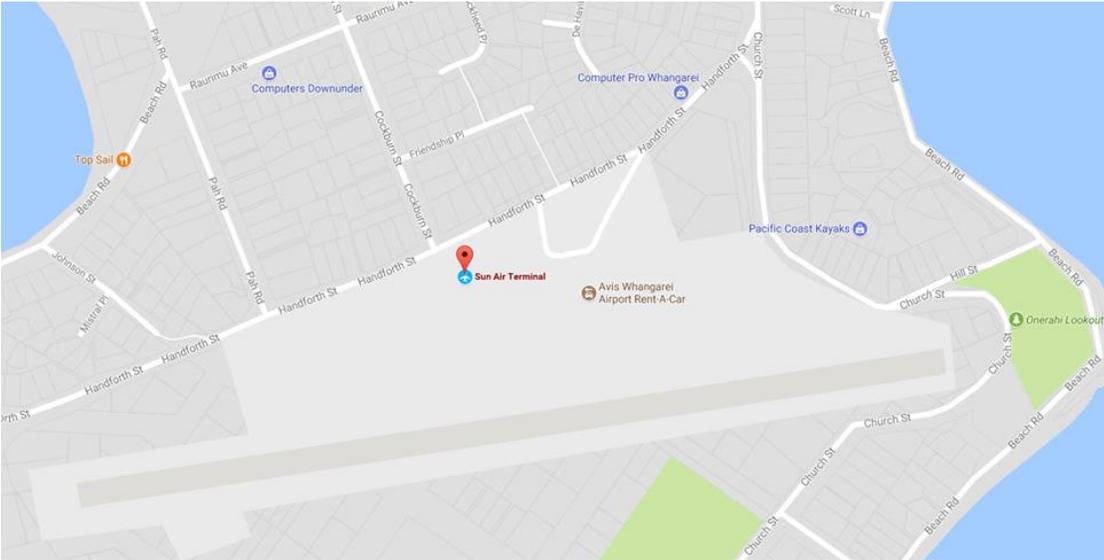
CPL flight test fee - \$450

Licence issue fee - \$230

AIP Vol 1- \$163

The total overall cost to get a CPL will vary depending on your progress through the exams and flight training program. From experience, we estimate the total cost for most people is about \$50,000. Some will do it for slightly less than that figure, some will enjoy the scenery more along the way and do it for slightly more. If you budget \$1000 per week, then a CPL can comfortably be completed over a year.

## How do I contact you?



## CONTACT US

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## TAURANGA:

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# Sunair

AVIATION LTD

## Estimated Cost for Private Pilot's Licence:

- Approximately 60 Hours Flight Time	\$15,600
- Briefing Charges	\$2500
- Class 1 & 2 Medical	\$750
- Airways and Landing Fees	\$2000
- PPL Flight Test Fee	\$529
- PPL License Issue Fee	\$560
- 6 Exams	\$522
- English Proficiency Test	\$385
- PPL Books	\$350
- A.I.P Volume 4 incl update service	\$140
- Terrain and Weather Awareness Training	\$120
- Student Pilot Guide	\$15

**Total:** **\$23,471**

## Estimated Cost for a Commercial Pilot's Licence:

- Additional 140 Hours Flight Time	\$42,400
- Airways and Landing Fees	\$3,500
- 6 Exams	\$900
- CPL Flight Test Fee	\$718
- CPL Mountain Flying	\$500
- Briefing Charges	\$2500
- CPL Books	\$367
- A.I.P Volume 1	\$163
- Commercial Pilots Licence Course Guide	\$15

**Total:** **\$48,588.**

**Grand Total:** **\$72,059**

*This estimate is based on 200 hours total time. This is usually achieved by our students. Please remember that flying is competency based, total cost may vary. All of the above prices are subject to change without notice and include GST.*