

PETER BINI ADVANCED FLIGHT TRAINING



Telephone (03) 9580 5295

(03) 9580 6147

Fax (03) 9587 5542

Corner Bundora Parade & First Avenue

Moorabbin Airport, Mentone

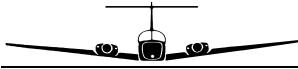
www.biniflighttraining.com.au

info@biniflighttraining.com.au

Learning To Fly

For a Hobby – As a Profession





1. Introduction

Company Profile

Thank you for your inquiry regarding flying training with Peter Bini Advanced Flight Training (PBAFT).

PBAFT was established in 1978, initially in the specialised field of Command Instrument Rating (CIR) training for which we still retain an Australia wide reputation for our expertise in this area. Shortly after, the company expanded to cover all levels of flying training from Private Pilot Licence to Airline Transport Pilot Licence (theory). The school holds the Civil Aviation Safety Authority (CASA) award for excellence in flying training. The school and the Chief Flying Instructor (CFI) has each received the Aviation Safety Award.

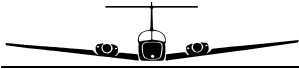
The staff at PBAFT are well qualified, competent senior instructors with many years of experience. PBAFT is not a large organisation; we take pride in our reputation for instruction on a friendly individual basis of the highest professional standard. Our ground school has a high success rate for passes in theory subjects. Flight Licence testing is conducted by the CFI who is a CASA Approved Test Officer (ATO); this reduces test time stress but not the level of competence required. Many of our former students are now pursuing successful careers as airline pilots within Australia and overseas.

The school has a complete range of training aircraft comprising single and twin engine aeroplanes and simulator.

You will be embarking on a course for a fascinating, fulfilling career in which your initial training lays a firm and competent foundation. The rest is up to you!

The enclosed information package details our Pilot Licence courses. No doubt you will have some further questions and you are welcome to call in and discuss your training requirements in further detail with an instructor, or please telephone - we are available 7 days a week.





Training Courses

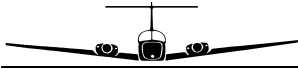
Peter Bini Advanced Flight Training is a provider of the following courses:

- Private Pilot Licence - PPL
- Commercial Pilot Licence - CPL.- GST exempt

Additional ratings are offered in the following areas:

- Night VFR Rating
- Private IFR Rating
- Command Instrument Rating (ME & SE)
- GNSS Endorsement Approval
- Instructor Rating – GST exempt
- Multi Engine Endorsements
- Multi Engine Training Approval
- Aerobatic and Tail Wheel Endorsements





2. Learning to Fly

2.1. Trial Instructional Flights

Trial Instructional Flights (TIF's) are available, without obligation. You will receive a pre-flight briefing, a flight of approximately 30 minutes, during which you will be instructed in some basic maneuvers, and a debriefing session. Ring for a booking. TIF's are available 7 days per week and cost \$120 in our Warrior aircraft.

2.2. Student Pilot Licence

Each student must obtain a Student Pilot Licence prior to his/her first solo flight. This licence will be issued by CASA on receipt of completed application forms and supporting documentation. These forms can be downloaded from the Civil Aviation Safety Authority web site at www.casa.gov.au or are available from our Chief Flying Instructor.

2.3. Medical Assessment

A Medical Certificate will be issued after passing an examination by a CASA approved Designated Aviation Medical Examiner. A list of approved doctors is available on the CASA web site at www.casa.gov.au.

Dr Marcus Hirschfeld is available at PBAFT, by appointment – telephone 0432 613 613.

2.4. Recognition of Prior Learning

Students who have completed some modules of the approved CASA Day VFR Syllabus will be credited with the units completed.

Documentary evidence from past training organizations, logbook, and license will be required.

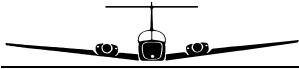
2.5. Student Support Services / Grievance Procedure

Grievances will be addressed promptly through a fair and equitable process and assistance will be available at all times.

A student experiencing any difficulty with a course will be offered immediate assistance.

If a trainee feels he/she would like to discuss a problem, he/she should first bring his/her concern to the attention of the Chief Flying Instructor (CFI). The CFI will attempt to assist but may refer the matter to a suitably qualified person.





2.6 Selection Criteria

Private Pilot Licence

- *Students who have attained the age of 16 and can pass a Class 2 Aviation Medical Certificate.
- *English Language Proficiency.

There are no pre-requisite studies.

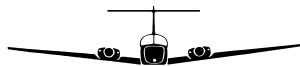
Commercial Pilot Licence

- *Students who have attained the age of 16 years and can pass a Class 1 Aviation Medical Certificate.
- *English Language Proficiency.

There are no pre-requisite studies.

Entry at intermediate stages throughout the courses is permitted, see Recognition of Prior Learning.





2.7 Cost and Budgeting

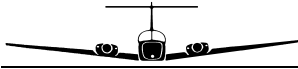
It should be noted that costing is based on the minimum CASA requirements and the Day VFR Syllabus and no guarantee is given or implied that the required standard for any licence or rating will be achieved in the minimum hours. Variations in skill, aptitude, frequency of lessons etc, occur; and in the majority of cases candidates will require hours in excess of the minimum.

Payment is on a 'pay-as-you-fly' basis. No fees are required to be paid in advance. Fees stated in this brochure do not include landing fees.

In addition to flying training costs, extra costs involved include:

- Theory Manuals
- Navigation Equipment - approximately \$250 for the PPL, however this is dependent on the type of equipment preferred.





Private Pilot Licence

3. General Flying Progress Test (GFPT)

This is an optional test, permitting the student to carry passengers within 10nm of the departure aerodrome, or within the training area of the departure aerodrome. Flights are limited to 'day only' operations.

Minimum Requirements

20 hours flight time comprising:

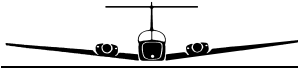
In a Piper Warrior, PA28

15 Hours dual at \$343.00	\$5145.00
5 Hours solo at \$244.00	\$1220.00
	<u>\$6365.00</u>
Plus Flight Test - Approximately 1 hour	\$ 343.00
	Total -- <u>\$6708.00</u>

In addition a pass in the following theory tests is required:

- Pre - Solo Air Legislation
- Pre - Area Solo Legislation
- Basic Aeronautical Knowledge, - BAK





Private Pilot Licence

4. Private Pilot Licence (PPL) - Navigation Component

This licence allows the holder to fly in command with passengers throughout Australia and its territories in VFR conditions.

The minimum requirements for the PPL test are:

- 5 Hours GENERAL command
- 2 Hours INSTRUMENT flight time
- 40 Hours total time inclusive of that done for the GFPT.

The navigation training course comprises:

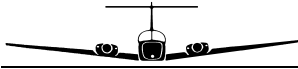
• 15 hours dual navigation exercises at \$343.00 per hour	\$5145.00
• 5 hours solo navigation exercises at \$244.00 per hour	\$1220.00
• Flight test (approximately 2.5 hours)	\$857.50
Total	<u>\$7222.50</u>

In addition, a pass in the PPL (A) Examination set by the CASA, and conducted by PBAFT is required. This examination consists of questions covering:

- Flight Rules and Procedures
- Meteorology and
- Navigation.

The minimum age for issue of the Private Pilot Licence is 17 years, however, training may commence at any age. First solo is permitted at 16 years of age.





Commercial Pilot Licence (GST Exempt)

5. Commercial Pilot Licence (CPL).

The Commercial Pilot Licence (Aeroplanes) is the basic requirement for anyone intending to pursue a career as a pilot and is GST free (conditions apply). This licence permits a pilot to fly for hire or reward in an aircraft on which he or she is endorsed. Aircraft may be up to a maximum of 5700 kg maximum take-off weight.

Requirements for the issue of a CPL(A)-

- No less than: 150 hours flight time or
140 hours flight time plus 10 hours simulator.
- No less than 10 hours of instrument time of which 5 hours may be simulator time and 5 hours aircraft time.
- No less than 70 hours In Command, which must include at least 20 hours in command on navigation exercises.

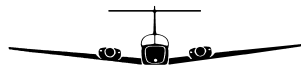
Note: Some countries require a 200-250-hour CPL course to be completed.

Theory Examinations

In addition, a pass in each of the CPL (A) Theory Examinations set by the CASA is required. These examinations consist of the following subjects:

- Human Factors
- Meteorology
- Aerodynamics
- Aircraft General Knowledge
- Navigation
- Operation, Performance & Flight planning
- Flight rules & Air Law





5.1. CPL(A) Training Costs (excluding GST)

7 hours General Flying in a PA28 at \$288.18 per hour	\$2182.74
3 hours General Flying in a PA28R at \$343.64 per hour	\$1120.92
7 hours Instrument Flight in a PA28 at \$288.18 per hour	\$2182.74
3 hours Instrument Flight in a PA28R at \$343.64 per hour	\$1120.92
15 hours Dual Navigation in a PA28R at \$343.64 per hour	\$5604.60
6 hours Solo Navigation * in a PA28 at \$288.18 per hour	\$1860.00
	<u>\$14071.92</u>

Plus the Flight Test -

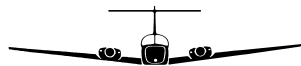
Approximately 2.5 hours in a PA28R at \$373.46 per hour	\$934.10
	<u>\$15006.02</u>

* The Solo Navigation exercise is distance related: Flight must be to a destination at least 300nm from point of departure, and must include two en route landings.

An applicant for a Commercial Pilot Licence must demonstrate a high level of skill and understanding. In addition, to ensure success, the pilot must at all times display professionalism in all aspects of flying.

Although limited work is available with a basic Commercial Pilot Licence, usually in the outback, most applicants further enhance their skills and employment opportunities by undertaking further training such as an Instructor Rating, an Instrument Rating, or aircraft type endorsements. Your flying instructor or Chief Pilot will be happy to discuss the options that are available to you.





6. CPL(A) – Integrated Training Program- GST exempt

The CPL(A) Integrated Training Program enables students planning a career as a pilot to cover all the required theory and practical exercises necessary for the issue of the basic Commercial Pilot Licence in the shortest possible time.

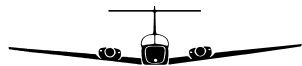
As an option, a Command Instrument Rating may be included, as well as the theory component of the Airline Transport Pilot Licence (ATPL). Both will further enhance your prospects of employment within the industry.

Training Costs

<i>Private Pilot Licence</i>	HOURS	COST
General Flying Progress Test	20	\$6365.00
GFPT Flight Test	1	\$ 343.00
BAK Theory Course and Test		\$ 900.00
Private Pilot Licence	20	\$6365.00
PPL Flight Test	2.5	\$ 857.50
PPL Theory Course and Test		\$1500.00
<i>Commercial Pilot Licence</i>		
Extra hours required for 150 total (PA28)	65.5	\$14529.21
CPL Flight Training & Test (PA28R)	41 & 2.5	\$16253.34
CPL Theory Course and Exams		\$ 5000.00
TOTAL	<u>152.5</u>	<u>\$52113.05</u>

All hours are based on minimum CASA requirements.





7. The Night VFR (NVFR)

This rating may be obtained after completion of the PPL (A). It confers the same privileges of the licence already held, but in addition, the pilot is permitted to fly at night.

The NVFR is not a requirement for the issue of a CPL (A), however, it is a pre-requisite for an Instructor Rating. Additionally, it provides an advantage if an Instrument Rating is a consideration for later training.

NVFR Training Costs

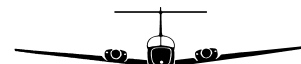
5 Hours Dual Simulator at \$185.00 per hour	\$ 925.00
5 Hours Dual Circuits in a PA28 at \$329.00 per hour	\$1780.00
2 Hours Dual Navigation in a PA28 at \$329.00 per hour	\$ 712.00
3 Hours Dual Navigation in a PA28 at \$329.00 per hour	\$ 1068.00

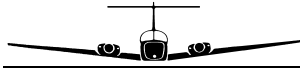
Plus the Flight Test -

Approximately 2 hours in a PA28 at \$356.00 per hour \$ 890.00

Total. \$5375.00 incl GST

NOTE – If the NVFR rating is done in conjunction with the integrated 150hr CPL Course Aeroplanes, the rating is GST exempt.





8. Command Instrument Rating – Multi Engine

A Command Instrument Rating allows the holder to fly certain aircraft under Instrument Flight Rules.

Experience / training required prior to the issue of a Command Instrument Rating:

- 50 hours cross-country flight time.
- 40 hours Instrument Time of which not less than 20 hours shall be Instrument Flight Time on the category of aircraft for which the rating is sought.
- 20 hours cross-country instrument time.
- 10 hours dual instrument flight instruction time.
- Except for those persons whose licence is restricted to day only operations, 10 hours of night flight, of which no less than 5 hours shall be pilot in command on the category of aircraft for which the rating is sought.

Costing is based on minimum hours and no guarantee is given that the required standard will be achieved within the minimum; in the majority of cases candidates will require hours in excess of the minimum Please note a \$2000.00 deposit will be required before commencement of an Instrument Rating.

Additional costs.

IREX Theory - approx. \$1300.00

ILS and landing fees – approx. \$650.00

If required;

PA 44 endorsement – 2 hours @ \$597.00 per hour

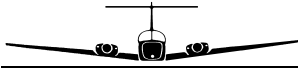
Night hours – PA28 - \$356.00 dual/ \$244.00 solo

Training Costs for a Multi Engine, Command Instrument Rating

Aids covered - (ILS, LOC, VOR, NDB, DGA)

15 hours Dual Simulator at \$185.00 per hour	\$2775.00
5 hours Dual in a PA28R at \$440.00 per hour	\$2200.00
20 hours dual in a PA44 at \$597.00 per hour	\$12180.00
Flight Test – 3.5 hours dual at \$597.00 per hour	\$2089.50
	<u>\$20,438.50 incl GST</u>





Command Instrument Rating – Single Engine

Training Costs for a Single Engine, Command Instrument Rating

15 hours Dual Simulator at \$185.00 per hour	\$2775.00
25 hours Dual in a PA28R at \$440.00 per hour	\$11000.00
Flight Test – 3.5 hours dual at \$440.00 per hour	\$1540.00

\$15315.00 incl. GST

Costing is based on minimum hours and no guarantee is given that the required standard will be achieved within the minimum; in the majority of cases candidates will require hours in excess of the minimum

Additional costs.

IREX Theory – Approx. \$1300.00

ILS and landing fees – approx. \$600.00

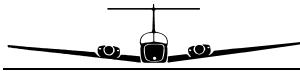
If required;

Night hours – PA 28 - \$356.00 dual/ \$244.00 solo

IFR Instructor only (training in own aircraft) \$156.00 (single engine), \$195.00(multi engine) per hour.

- FLIGHT TEST in own single engine aircraft - \$156.00 per hour / test fee-\$315.00
- FLIGHT TEST in own multi engine aircraft - \$195.00 per hour / test fee- \$315.00





9. Private (En Route) IFR Rating (PIFR)

This Rating allows the holder to fly certain aircraft under instrument flight rules enroute. The departure and arrival must be visual conditions.

Experience / training required prior to the issue of a Command Instrument Rating.

- Hold a PPL
- 20 hours instrument time of which 10 hours must be dual instrument time in the category of aircraft for which the rating is sought.

Costing is based on minimum hours and no guarantee is given that the required standard will be achieved within the minimum; in the majority of cases candidates will require hours in excess of the minimum.

Additional Costs.

PFIR Theory Course - \$90.00 (self study)

PFIR Exam - \$141.50

Landing fees - Single engine - \$240.00 (approx)

- Multi engine - \$320.00 (approx)

Training Costs – Single engine

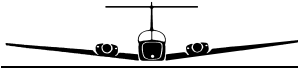
5 hours simulator at \$185.00 per hour	\$ 925.00
15 hours dual in a PA28R at \$440.00 per hour	\$6600.00
Flight Test – 2.5 hours dual at \$440.00 per hour	\$1100.00
	<u>\$8625.00 incl. GST</u>

***Training Costs – Multi engine**

5 hours simulator at \$170.00 per hour	\$ 925.00
15 hours in a PA44 at \$597.00 per hour	\$9135.00
Flight Test - 2.5 hours at \$597.00 per hour	\$1522.50
	<u>\$11,582.50 incl. GST</u>

* Assumes Multi engine endorsed prior to commencement of PFIR training.





Once you have obtained the basic PFIR Rating you may then add on “Flight Procedure Authorisation (FPA)” on various radio navigation aids such as NDB, VOR, ILS, GPS. An instructor will be happy to talk to you about these FPA’s and provide a quote.

If the CASA IREX theory examination is completed instead of the PFIR theory exam this will cover you if you decide later to go on to the complete Instrument Rating.

10. GNSS Endorsement Approval

There are two parts to obtaining full GNSS Approval on your Instrument Rating. These are set out below.

Part 1.

GNSS Navigation and Arrival Approval.

- Theory Course/questionnaire
- Practical Operating Test

This component is a pre-requisite for Part 2.

Cost \$127.00 incl GST

Part 2.

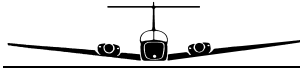
GNSS/RNAV Approach.

- Two hour briefing at 127.00 per hour – \$254.00
- Two hour flight in the Piper Seminole at \$604 per hour – \$1218.00

Total - \$1472.00 incl GST

This flight will cover 3 GNSS / RNAV approaches, which is the minimum number required by the C.A.O’s to obtain approval. Other approaches will be flown as required to obtain proficiency.





12. Instructor Rating – Grade 3 - GST exempt.

A Flight Instructor Rating enables the holder of a Commercial (or higher grade) Pilot Licence to give both theory and flight instruction for the issue of a pilot licence. The Grade 3 Instructor Rating is issued to a trainee after satisfactory completion of the required syllabus, and having attained the required level of proficiency.

With experience, the rating may be upgraded through Grade 2 to Grade 1 and, subject to meeting the required standards, include approvals for giving specialised training such as Multi-Engine.

Prior requirements

- A Commercial Pilot Licence with in depth, current knowledge of CPL theory
- A Night VFR Rating

Training for the Instructor Rating (Grade 3) consists of

- | | |
|---|------------|
| • Principles and Methods of Instruction - 12 hour at \$93.00 per hour | \$ 1020.00 |
| • 50 hours Briefing at \$93.00 per hour | \$4650.00 |
| • Training materials and photocopies | \$50.00 |
| • 30 hours dual Warrior at \$311.82 per hour | \$9354.60 |
| • 10 mutual SOLO Warrior at \$221.82 per hour | \$2218.20 |

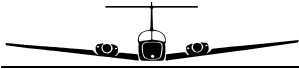
Total cost **\$17388.80 GST Exempt**

Test Fee - CASA fee for the test plus aircraft at the solo rate. (approx \$1000.00 per attempt)

Above rates dependent on partner for mutual.

Please note a \$5775.00 deposit is required before commencement of an Instructor rating.





15. Tailwheel and Aerobatic Endorsements

These endorsements are conducted in a *Super Decathlon* aircraft.

Tailwheel Endorsement

Approximately 5 hours

Aerobatic Endorsement

Basic - Approximately 3 to 5 hours

Advanced - Approximately 10 hours

Aircraft Hire Rates - available upon application.

