

AVI50519 – Diploma of Aviation (Instrument Rating)

Student Requirements, Expectations & Course Information

Townsville Flight Training, as the third party training provider for AVI50519 Diploma of Aviation (Instrument Rating), require that enrolled students read through the below information and sign and date their acknowledgement of the following points to finalise their enrolment.

LICENCE PREREQUISITES

- The following are prerequisites for gaining a Multi-Engine Class Rating and Instrument Rating, as mandated by the issuing body (Civil Aviation Safety Authority). You must have a current Aviation Class 1 Medical, and an Aviation Security ID Card in order to obtain these ratings. Townsville Flight Training requires that students hold valid copies of both documents before your course starts, to prevent delays in your training program.
- You must have obtained your Commercial Pilot Licence (Aeroplane) to undertake this course. We will need to have a copy of your licence on file. If you have not yet received your licence from CASA, we will need to see proof that you have passed your CPL flight test.

ATTENDANCE

- The Diploma of Aviation is a strictly full-time course (Mon-Fri) for the duration of the course. You may be required to attend on Public Holidays. You must contact your theory instructor or the front office if you are/will be absent. Any absences longer than 2 days will require a doctor's certificate/signed Absent from Class form. Continued absences will require a meeting with Townsville Flight Training and Tafe Queensland to discuss any impact on your studies. Continued absence without agreement between yourself, Townsville Flight Training & Tafe Queensland may affect your ability to continue in your course.
- Signing in & out (at the front desk) is a condition of being onsite at Townsville Flight Training. It is your responsibility to ensure that you are signed in every day. Student sign-ins are monitored and recorded.

THEORY STUDIES

- Townsville Flight Training puts together a pack with study/exam materials for IREX theory. We do not recommend using books from other publishers as it will make it hard to keep up, or ordering second-hand books as the information may be out of date. Arriving with incorrect/ incomplete study materials will be disruptive to your studies. You are responsible for making sure you have the correct training materials, and sourcing any missing items yourself. The 'Townsville Flight Training Additional course costs' document provided to you contains information and costs for the packs. If you would prefer to obtain all of the items separately, we can provide you with a list of materials to source yourself.
- The 3 weeks of theory are taught as a full time block of study. The theory component of your course is intensive, and requires your time and attention. Theory class runs from 0730 SHARP to around 1430. You will need to set aside time outside of class hours to study and revise, whether onsite or at home (at least 3 hours per weekday & 6 hours over the weekend). Please be aware that commitments outside of school (work etc) may make your studies difficult. One on one tutoring is available to all students outside of the structured tuition hours at \$44/hour. Tutoring will be booked in by your theory instructor.
- You will be booked in for an exam at the end of your theory course. This exam is conducted by a third party (ASPEQ) at their offsite exam centre. Your IREX exam can be sat 3 times before you require a 3 month 'retraining' period during which you cannot sit the exam again (there are no exceptions to this CASA rule). A pass mark is 70%. Your exam produces a Knowledge Deficiency Report (KDR) which indicates your result, and a list of the 'competency standards' that you did not pass. This KDR forms a part of your final assessment for your Licence. After your exam – pass or fail, **you must hand in your KDR to your instructor**, to be kept on file (please ask for a photocopy if you require one) as these KDRs form part of your flight test. It is important to note that after you pass, you will still need to study the 'competency standards' listed on your KDR, as you will be required to show sufficient knowledge in each as part of your Flight Test.
- The Diploma of Aviation (Instrument Rating) covers two sittings of the IREX exam. Any subsequent re-examination is outside of the course and payable directly to ASPEQ. Cancellations/ no shows still attract a partial fee and will be counted by TAFE Queensland as one of your two sittings. The 'Townsville Flight Training MEIR Additional course costs' document provided to you contains information and costs for any additional attempts.

THEORY STUDIES CONT.

- If you have failed your IREX exam, there will be a discussion with your instructors to devise the best plan for re-studying. There are also Tafe Queensland resources available should students need additional learning support which will be discussed on Induction Day. Students who have failed multiple attempts or are locked out from resitting IREX will require a meeting with Townsville Flight Training and TAFE Queensland to discuss their progress. Having your exam outstanding will affect your flight training program. Townsville Flight Training requires that students concentrate on passing their IREX theory before continuing with their flight training.

FLIGHT TRAINING

- Your practical training program may be impacted by weather, aircraft maintenance/availability. These factors are out of the control of Townsville Flight Training. You are still required to be present in these circumstances unless you have been advised that class has been cancelled due to dangerous weather conditions, or in consultation with your Instructors.
- While there is no strict weight limit for flight training in an aeroplane, students over 110kg will need to have a discussion with Townsville Flight Training directly regarding their suitability before starting.
- It is important that you do not compare your progress through the course to other students – training programs are individualised and are subject to a number of factors including progress through the theory, 'lock-out' periods for the IREX exam, assessment of your understanding & progress through your flight training lessons, and any previous training/experience that students may have coming into the course.
- The number of flight training required for a Multi-Engine Class Rating is competency based. Our program consists of 6.5 hours dual training before a flight test.
- The minimum aeronautical experience required to sit the flight test for your Instrument Rating is 50 hours cross-country (PIC), 40 hours instrument time and 5 hours experience flying at night. Taking into account the aeronautical experience gained during your CPL training, our program consists of 19.5 hours SIM training, 19.5 hours flight training and 2 hours night flying in a C172 (one dual, one solo).

FLIGHT TRAINING CONT.

- Completion of this course, and achieving your Multi-Engine Class and Instrument Ratings is competency based. Not all students are proficient/ ready for a flight test after the included flight training hours and require more flight time. Any hours over the included 6.5 hours ME, 19.5 hours IFR and 19.5 hours SIM training hours in the Diploma course are not included in your agreement with Tafe Queensland and are payable directly to Townsville Flight Training at the training rates in our Schedule of Fees. You will be informed in advance by your instructor if it looks like you will go over your included training hours so you can plan accordingly.
- The Diploma course costs cover your Multi-Engine Class Rating and Instrument Rating flight tests. 1 subsequent attempt of each flight test will also be covered. Required remedial flight training/ any additional flight test attempts are not included in your agreement with Tafe Queensland and are payable directly to Townsville Flight Training at the ME/IR flight test and ME/IR flight training rates laid out in our Schedule of Fees.
- Townsville Flight Training recognises that alcohol or drug misuse will impair an individual's ability to conduct aviation-related activities safely. Consequently, whilst undertaking your training, Townsville Flight Training requires that student pilots performing safety sensitive aviation activities are within prescribed limits for the presence of illicit drugs and/or alcohol. If you or your flight instructor believes you may produce a positive result for the presence of alcohol or other drugs that will adversely affect aviation safety, your flight will need to be scheduled for a later date. Random Drug and Alcohol Testing takes place for all staff and students throughout the year.
- The use of mobile devices during solo training flights is prohibited with the following exceptions:
 1. Mobile devices may be used in emergency situations
 2. Handheld navigational aids may be used during solo navigational flights
 3. When approved by the Chief Pilot

Any use of a mobile device to capture social media or personal content is strictly prohibited on all solo training flights.

EXTERNAL COSTS

- Regulated Aviation documents have scheduled amendments. The following documents that have been provided with your book pack are updated every 3 months: 'Departure and Approach Procedures' (DAP East and West), 'En Route Supplement Australia with Runway Distance Supplement' (ERSA with RDS), Aeronautical Information Package (AIP). The following documents that have been provided with your book pack are updated every 6 months: AUS PCA/ ERC / TAC charts. New amendments for these documents may be published during your course. It is up to you whether you purchase new editions or amendments for your studies/exam. It is not knowable beforehand whether questions in your exam will be impacted by amended documents. You are responsible for obtaining any amendments you require, but Townsville Flight Training are happy to arrange an order of amendments for a class, as this may save you the costs of individual express shipping. You have been supplied with a 'Townsville Flight Training Additional course costs' document which contains information on the individual costs of these items.

I, the undersigned, have read through the information on pages 1 – 5 of this form and understand and accept the conditions within. If required, I have sought clarification from Townsville Flight Training and am satisfied in my understanding of the above points.

Full Name

Signature

Date