



## Affordable – Professional - Fun

### Welcome

The Sunshine Coast Flying School offers much more than other flying schools in the area. We can teach you how to 'really' fly with skill and confidence to the highest standards. We endeavour to provide the highest quality professional flight training at an affordable price in a friendly and comfortable environment. Our instructors have significant experience over a wide-ranging skill-set.



Our modern side-by-side two-seat aircraft were designed with flight training in mind, featuring state-of-the-art instrumentation and HD video recording systems for flight review. We also offer an industry leading online learning and social environment. This is a place where students can discuss training topics with instructors and fellow students obtain the latest safety resources, post photos and videos of their weekend flying trips and report any safety matters.



We are close to the Sunshine Coast Airport, a rapidly expanding domestic and international airport. This exposes our students operating with confidence in busy controlled airspace and a professional environment. Operating in controlled airspace provides our students with distinct advantages highlighted by

exposure to more types of airspace, more aircraft types, and radio communication with Air Traffic Control. This greater diversity of training is excellent for students who are looking to progress to further licences and a career in aviation.

Let's not forget your flight training takes place over the picturesque Sunshine Coast and its beautiful surroundings including the world's best beaches. Additionally you have access to excellent facilities that feature a briefing room and Wi-Fi access, complementary tea and coffee and a lounge area where you can relax with fellow students and instructors.



### Age Requirements

- There is no minimum age at which you can start flight training.
- The minimum age at which you can conduct your first solo flight and the minimum age to be issued a Pilot Certificate is 15.

### Health Requirements

- Recreational Aviation Medical Practitioners Certificate (RAMPC) or
- Class 2 Aviation Medical.

Note: Before obtaining either of the above medicals you will need to first obtain an Aviation Reference Number (ARN) with CASA. Your instructor will assist you with this and other 'paperwork' as required

### Clothing Requirements

- Depending on the weather, try and wear casual clothes that you feel comfortable in and will not get too hot or cold. You will be required to wear enclosed footwear that cannot slip off accidentally (no thongs, open toes, loose fit, high heels etc.). Light weight, thin soled casual shoes are highly recommended for better feel of flight controls.

### The Cost (RPC Course)

Based on our experience, we estimate it will cost you between **\$7,000.00 and \$8,500.00**. This is a 'realistic' estimate. Many flight training schools will quote much lower costs, but this will be based on the minimum requirements (20 hrs flight time) and / or lower performance aircraft.





**Our RPC Cost estimate is based on:**

- RAAus annual membership (incl insurance)
- 25hrs – 30hrs Flight Training Instruction
- Long Briefings x 11
- Short Briefings x 18
- Pilot medical (Class 2)
- Theory Study Book and Exams (x 5)
- Flight Test

**Note:** The actual cost will depend on the hours required to achieve the required competency. The hours required will depend on each individual rate of learning; the frequency at which you fly and other factors like long gaps in training, weather and illness. The best way to learn to fly is to do as much as you can in a shorter time frame. That way less time is spent on consolidating previous flight training. This is where our financing options can actually reduce your overall training costs

**Theory Exams (RA-Aus)**

- Pre Solo Air Legislation
- Radio Operator
- Air Legislation
- Human Factors
- Basic Aeronautical Knowledge



All of the above exams are done 'in-house'. We have optional one-on-one tutoring available if required.

**Other Endorsements/ Courses we offer:**

| <b>Course:</b>                            | <b>Aircraft</b> |
|---|-----------------|
| • Aerobatics                              | Robin R2160     |
| • Advanced Aerobatics                     | Extra 300       |
| • Spin Recovery                           | Robin R2160     |
| • Emergency Manoeuvre Training            | Robin R2160     |
| • ADF Flight Screening Preparation Course | Robin R2160     |
| • Cross Country Endorsement               | Sting S3        |
| • Passenger Carriage                      | Sting S4        |
| • Formation                               | Sting S3 & S4   |
| • Extra 300 Conversion                    | Extra 300       |
| • High Performance Tail Wheel             | Extra 300       |
| • Nose Wheel                              | Sting S4        |
| • High Performance                        | Sting S3        |

- Low Performance
  - Radio Operator
  - Retractable Undercarriage
  - In-Flight Adjustable Propeller
  - \*Controlled Airspace
  - \*Controlled Aerodrome
- Sting S3  
Sting S3  
Robin R2160  
Robin R2160

\* CTA and CTR Training is provided by FlightScope Aviation in our Robin R2160 aircraft

**We hope you will enjoy learning to fly at the Sunshine Coast Flying School as much as our Instructors will enjoy teaching you!**





## FAQs

**I have always wanted to learn to fly but now I have a family to support and can only afford to pay for one, sometimes two, lessons each month. Is this enough to eventually get my license?**

- Yes, but it would obviously take you a long time and you would need far more flying hours to achieve the required competency compared to someone who is able to fly once or twice per week. With long gaps between lessons your progress will be slower than average because you will forget some of what you learnt in the previous lesson, which will have to be repeated.
- If you cannot afford to budget at least one lesson per week, you should consider our finance options explained below. In your situation this would allow you to get your license much quicker and at a lower overall cost.

**I hear that the Sunshine Coast Flying School can arrange low interest financing for me to learn to fly. This sounds too good to be true! Are there any catches? How does this work?**

- Yes, we can arrange financing as an option on all our flight training courses (subject to credit approval). If budget constraints are preventing you starting lessons or preventing you from flying as often as you would like and slowing your progress, then our financing option is the perfect solution for you!
- With financing you can plan your lessons over a shorter period of time. Flying frequently and regularly you will achieve the required competency in a lot fewer flying hours, saving you far more than the interest cost for the finance!
- Call us to get rates estimates and more details

**If I do a Navigation Endorsement that includes 2 hours of solo navigation, does that count towards a RA-Aus passenger carriage endorsement?**

- Yes. All of your solo flight training conducted for your RA-Aus Pilot Certificate and RA-Aus Navigation Endorsement will count towards the 10hrs of total solo experience required for the issue of a passenger carriage endorsement.

**Does my flight training in a RA-Aus registered aircraft counts towards a RPL, PPL or CPL?**

- Yes, all your flying hours conducted with the Flying School will count towards a RPL, PPL, or CPL. However you must meet the competency standards and minimum hours requirements for the particular license you wish to obtain. You can apply for the RPL once you have a Pilot Certificate and our training syllabus is aligned with the CASA Manual of Standards, which ensures you will have smooth transition to other licences.

**If I did my RA-Aus Pilot Certificate and Navigation Endorsement how long would it take to get a RPL?**

- You can apply for, and CASA will issue you, an RPL based on your RPC qualifications. You will then need to pass a Flight Review to 'validate' the RPL. This will require some familiarisation training in a GA aircraft, some basic instrument flying and some navigation all to a standard where your instructor can recommend you for the Flight Review. Typically this will require another 5 to 10 hours flight training, including the flight review depending on your learning rate and time between lessons.

**What are the benefits of applying for a RPL and why do I need a PPL?**

- It is not a requirement to have an RPL before doing a PPL. However, if you have an RPL you will be able to private hire the Flying School aircraft (both RA-Aer and GA) anytime of the day. In addition the RPL allows you to fly larger 2 and 4 seat aircraft. If you also have a navigation endorsement you can then fly anywhere in Australia. Unless you intend to fly an aircraft with more than 4 seats or over 1,500kg maximum take-off weight, or at night/ in cloud, you do not need a PPL. However, if you wish to fly overseas you will need a PPL as currently the RPL is not recognised outside Australia.

**What is the best way for me to achieve an unrestricted license to fly anywhere in Australia?**

- This depends on each individual's wants and/or needs. Factors like costing, the frequency of which you can fly and the ability to take multiple passengers in larger aircraft are some of the considerations in this decision. It is something worth having a detailed chat with your instructor about.

### **My dream is to be an airline pilot. What is the fastest and most cost efficient pathway to a Commercial Pilot License (CPL)?**

- RA-Aus Pilot Certificate, RA-Aus Navigation Endorsement, RPL conversion, then build command hours / experience in our RA-Aus aircraft (minimum 200 hours). Then do a few hours familiarisation in a high performance GA aircraft to prepare for the CPL flight test. You will also need to pass the CPL theory exams (seven subjects) before you can take your CPL flight test.

### **SCFS company policy:**

- All customers must conduct an aircraft familiarisation flight with an instructor prior to private hiring the aircraft.
- To private hire the club aircraft you must complete one flight in the aircraft every 30 days. Flying time in similar aircraft types will be considered at the discretion of the CFI. If you haven't flown the club aircraft in the last 30 days you will need to do a 'check flight' with one of our instructors.

### **Sunshine Coast Flying School promise:**

At the Sunshine Coast Flying School we endeavour to provide the highest quality training in a fun environment at an affordable price. We take our flying seriously, but not ourselves. Our instructors are passionate about flying and having fun doing what we love is our number one priority.



## Flight Training - Comparison

The Sunshine Coast Flying School's **Recreational Pilot Certificate (RPC) Course** covers much more than the minimum required by RAAus. Our RPC course is designed to teach you superior flying skills and instil confidence in your abilities as a pilot.

The table shows a comparison between the Sunshine Coast Flying School's RPC Course and the RAAus 'minimum content' course followed by most flying schools.

| Training Elements                                       | SCFS | Others |
|---|------|--------|
| Effects of Controls                                     | ✓    | ✓      |
| Straight & Level  | ✓    | ✓      |
| Climbing & Descending                                   | ✓    | ✓      |
| Turning   | ✓    | ✓      |
| Steep Turns - 45 deg Bank Angle                         | ✓    | ✓      |
| Steep Turns - 60 deg Bank Angle                         | ✓    | ✗      |
| Straight and Level Stalls                               | ✓    | ✓      |
| Slow Speed Flight Maneuvering                           | ✓    | ✗      |
| Steep Turn Stalls                                       | ✓    | ✗      |
| Falling Leaf Stalls                                     | ✓    | ✗      |
| Skidding Turn Stalls                                    | ✓    | ✗      |
| Take off, Circuit, Approach & Landing                   | ✓    | ✓      |
| Glide Approach and Landing                              | ✓    | ✓      |
| Constant Angle Approach and Landing                     | ✓    | ?      |
| Side Slipping   | ✓    | ✓      |
| Side Slipping Turns                                     | ✓    | ✗      |
| Wingover / Lazy Eight Turns                             | ✓    | ✗      |
| Orbits over a ground reference                          | ✓    | ✗      |
| Cross Wind Circuits                                     | ✓    | ✓      |
| Circuit Emergencies                                     | ✓    | ✓      |
| Low Level Circuits (500')                               | ✓    | ?      |
| Practice Forced Landings                                | ✓    | ✓      |
| Precautionary Search & Landing                          | ✓    | ✓      |
| Incipient and Fully Developed Spin Recovery             | ✓ *  | ✗      |
| Unusual Attitudes (over 60 deg Bank or Pitch)           | ✓ *  | ✗      |
| <b>Other Differences:</b>                               |      |        |
| Training at a professional controlled airspace Location | ✓    | ?      |
| Student Folder - Instructor Briefings & Reference Notes | ✓    | ?      |
| Option to video record each Lesson                      | ✓    | ?      |
| Online Student Reference / Resource Centre              | ✓    | ?      |

\* Optional - (in Robin R2160)

## Flying Pathways

### RA-Aus Pilot Certificate (RPC)

- Min hrs: 20hrs (total experience)
- Must include: 15 dual, 5 solo.

#### Privileges:

- Private hire a RA-Aus registered aeroplane.

#### Limitations:

- Max flight distance is 25 nautical miles from your departure point.
- Biannual Flight Review must be conducted every 2 years.

### RPC Navigation Endorsement

- Min hrs: 10hrs navigation (total experience)
- Must include: 2 solo navigation.

#### Privileges:

- Private hire a RA-Aus registered aeroplane and fly anywhere in Australia.

#### Limitations:

- Flights must take place outside of controlled airspace.
- Must also have a Passenger Carriage Endorsements to carry passengers.

### RPC Passenger Carriage Endorsement

- Min hrs: 10hrs solo (total experience)
- (Can include solo flying done during a pilot certificate and/or navigation endorsement).

#### Privileges:

- Carry one passenger.
- Private hire a RA-Aus registered aircraft.

#### Limitations:

- Flights must take place outside of controlled airspace.
- Must conduct 3 take-off and landings

Form 61-1-RTX

### Recreational Pilots License (RPL)

- Min requirement is RPC
- RPC Endorsements also recognised
- A VH aircraft flight review is required to exercise the Privileges of the RPL.

#### Privileges:

- Fly / private hire a 'VH' registered aeroplane. (like our Robin VH-NZT)
- Carry passenger(s)
- Fly / hire a RAA aircraft in controlled airspace (with current RPC)

#### Limitations:

- aircraft with max 4 seats and less than 1,500kg max take off weight (MTOW)
- Aeroplane Flight Review must be conducted every 2 years
- Min 3 take-offs and landings within 90 days to carry passengers

### Private Pilot License (PPL)

Min hours: 40hrs total

- Must include: 20hrs navigation, 5 hrs solo navigation.

#### Privileges:

- Private hire a VH or RA-Aus registered aircraft and fly anywhere in Australia (this includes in controlled airspace).

#### Limitations:

- Aeroplane Flight Review must be conducted every 2 years.
- 3 take-offs and landings every 90 days to carry passengers.
- If you don't hold a GFPT you must do a check flight every 3hrs.
- Must not conduct revenue flights, however can cost-share.

**Commercial Pilot License (CPL) non-integrated** = Min 200 hrs Total, 100 hrs Command, 20 hrs cross country, 10 hrs Instrument time

## Pilot Certificate Course Outline

### Basic Flight Training

| Lesson #   | Lesson                                 | Description  | Time (Hours) |            |      |
|--|--|--|--------------|------------|------|
|  |  |  | Long Brief   | Dual       | Solo |
| 1  | Trial Introductory Flight              | Aircraft overview and basic introduction to controls.  |              | 0.5        |      |
| 2  | General Familiarisation                | Aircraft, airfield and documentation familiarisation.  | X            |            |      |
| Complete RA-Aus Student Pilot Certificate Application.<br>Complete Aviation Reference Number (ARN) form - this is required for your Class 2 medical.<br>Once you have received your ARN please book your medical asap. |  |  |              |            |      |
| 3  | Effects of Control                     | Introduction to the aircraft's fundamental control inputs and their primary, secondary and further effects.                            | X            | 1.0        |      |
| 4  | Straight & Level                       | Using the horizon as a reference you will learn to fly the aircraft at different attitudes and airspeeds.                              | X            | 0.8        |      |
| 5  | Climbing & Descending                  | Learn to climb and descend the aircraft at different attitudes and airspeeds.  | X            | 0.8        |      |
| 6  | Turning                                | Learn to make balanced, level turns at different bank angles and speeds.   | X            | 0.8        |      |
| 7  | Stalling                               | Learn the symptoms approaching a stall and how to recover from an inadvertent stall. Note: <b>Stalls to be recovered by 3000' AGL.</b> | X            | 0.8        |      |
| 8  | Consolidation                          | Consolidate basic flight training lessons and refine flying skills.  |              | 0.7        |      |
| 9  | Consolidation/<br>Circuit Introduction | Consolidation basic flight training lessons and be introduced to the circuit pattern.  | X            | 0.8        |      |
| <b>Sub Total</b>   |  | Basic Training   |              | <b>6.2</b> |      |

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## Circuit Training (CCTS)

| Lesson #   | Lesson                        | Description  | Brief | Dual       | Solo       |  |
|--|-------------------------------|--|-------|------------|------------|--|
| 10   | CCTS #1                       | Learn to fly the circuit pattern, focusing on different attitudes especially during the turning phase. As your competency builds on flying the circuit pattern you will be introduced to pre-landing checks and radio management.  | X     | 0.7        |            |  |
| 11   | CCTS #2                       |  |       | 0.7        |            |  |
| 12   | CCTS #3                       |  |       | 0.7        |            |  |
| 13   | CCTS #4                       |  |       | 0.7        |            |  |
| 14   | Circuits - Abnormal           | As your skills develop the instructor will introduce unfamiliar situations by reposition the aircraft in the circuit, requiring you to apply the fundamental control inputs of Attitude (Airspeed) – Power (Climb/Descent) to re-establish the correct profile. Also emergencies situations will be introduced and considered. These will include simulated engine failures and aborted take-offs and landings. There will also be some cross-wind circuit practice. | X     | 0.7        |            |  |
| 15   | Circuits - Abnormal           |  |       | 0.7        |            |  |
| 16   | Circuits - X-Wind             |  |       | X          | 0.7        |  |
| 17   | Circuits - X-Wind             |  |       |            | 0.7        |  |
| 18   | Circuits - Abnormal           |  |       |            | 0.7        |  |
| 19   | Circuits - Abnormal           |  |       |            | 0.7        |  |
| Must have passed RA-Aus Pre Solo and Radio Exams, as well as have a Class 2 Medical before next flight. Your logbook must be stamped |                               |  |       |            |            |  |
| 20   | 1 <sup>st</sup> Solo Circuit  | This is a flight you will never forget! After conducting a couple of circuits with the instructor in good conditions the student will complete one circuit by themselves 😊   |       |            | 0.3        |  |
| 21   | 2 <sup>nd</sup> Solo Circuits | The 2 <sup>nd</sup> solo will follow a similar format as the previous flight, but the student will complete between 2 – 3 circuits.  |       |            | 0.4        |  |
| 22   | 3 <sup>rd</sup> Solo Circuits | The 3 <sup>rd</sup> solo will follow a similar format as the previous flight, but the student will complete between 4-5 circuits.  |       |            | 0.7        |  |
| 23   | 4 <sup>th</sup> Solo Circuits | For the 4 <sup>th</sup> solo the student and instructor will brief on the current conditions and the student will take the aircraft solo from start to finish of the flight.   |       |            | 0.7        |  |
| <b>Sub-total</b>   |                               | <b>Circuit Training</b>  |       | <b>7.0</b> | <b>2.1</b> |  |

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## Advanced Training

| Lesson #                                    | Lesson                                 | Description  | Brief | Dual | Solo |
|---|--|--|-------|------|------|
| 24  | Practice Forced Landings + Circuits    | Returning to the training area again, your instructor will point out key visual landmarks, the circuit joining procedures and will highlight the importance of considering where you fly. Concluding with the instructor simulating a practice forced landing by gliding the aircraft to a suitable landing area. Note min height 500'.                              | X     | 1.2  |      |
| 25  | Practice Forced Landings + Circuits    | Same as previous lesson, but the instructor will move the command gradient towards the student by asking where a suitable landing area might be. Then placing the aircraft in a glide and getting the student to conduct a practice forced landing.  |       | 1.2  |      |
| 26  | Practice Forced Landings (if required) | As above, but during this flight the student will be required to take a higher command for the flight in preparation for their first training area solo. During this exercise the instructor will be asking the student about the suitable landing areas and will get the student to conduct practice forced landings from more challenging positions than previous. |       |      |      |
| <b>Must have passed RA-Aus Air Law Exam</b> |  |  |       |      |      |
| 27  | First Area Solo                        | The student will conduct their first solo to the training area from engine start to stop and will practice a forced landing in the training area as briefed by the instructor.   |       |      | 1.0  |
| 28  | Steep Turns and PSL's                  | Prepare from some G force as you return to the training area to look at more advanced turns. This time you will practice banking the aircraft between bank angles of 45° up to a maximum of 60°. Then learn how to survey an unprepared landing area.  | X     | 0.8  |      |
| 29  | 2 <sup>nd</sup> Area Solo              | The student will conduct their first solo to the training area from engine start to stop and will practice a steep turns in the training area as briefed by the instructor.  |       |      | 1.0  |
|   | General Revision (if required)         | Consolidate all previous flight training with the instructor.  |       |      |      |
| Lesson #                                    | Lesson                                 | Description  | Brief | Dual | Solo |

|  |                                 |   |  |             |            |
|--|---------------------------------|---|--|-------------|------------|
| 30   | Solo Revision                   | Consolidate all previous flight training by yourself.   |  |             | 1.2        |
| Must have passed Human Factors and Basic Aeronautical Knowledge Exam and Aircraft Questionnaire. |                                 |   |  |             |            |
| 31   | Flight Test Recommendation      | Conduct a flight in test-like conditions, where the instructor puts you through your paces on everything you've learnt to date. |  | 1.0         |            |
|  | Solo Revision (if required)     | Consolidate any areas of attention.   |  |             |            |
| 32   | Flight Test – Pilot Certificate | Conduct your flight test with the Chief Flying Instructor   |  | 1.5         |            |
| <b>Sub-total</b>   |                                 | Advanced Training   |  | <b>6.7</b>  | 3.2        |
| <b>Totals</b>  |                                 |   |  | <b>22.9</b> | <b>5.3</b> |

**Remember this is a guide.** All students will progress at different rates due to the individual, weather, and frequency of flights.  
 Prior training will be recognised, based on an assessment flight  
 Our aim is to make you a safe, confident and competent pilot. It is not about the license at the end, it is about the journey along the way!



### Unsecured Loan repayments

As at 25 July 2016

- Repayments are indicative only and the customer's actual repayment will depend on their individual credit application following the RateEstimate
- Loan amount is the total finance amount, inclusive of fees and GST on the invoiced cost of goods
- Borrower comparison rates will be provided to customers in their individual RateEstimate
- Rates and therefore repayments are subject to change
- This document does not constitute an offer of credit

#### Average Credit standing

| Loan Amount | Term       |            |            |          |          |
|-------------|------------|------------|------------|----------|----------|
|             | 12         | 24         | 36         | 48       | 60       |
| \$2,001     | \$181.47   | \$93.58    | \$68.43    | \$58.12  | \$49.35  |
| \$3,000     | \$267.83   | \$138.14   | \$101.02   | \$84.58  | \$71.84  |
| \$4,000     | \$354.28   | \$182.74   | \$133.63   | \$111.07 | \$94.36  |
| \$5,000     | \$449.21   | \$231.68   | \$169.42   | \$137.56 | \$116.88 |
| \$6,000     | \$535.66   | \$276.28   | \$202.03   | \$164.05 | \$139.40 |
| \$7,000     | \$622.11   | \$320.88   | \$234.65   | \$190.54 | \$161.92 |
| \$8,000     | \$708.56   | \$365.47   | \$267.27   | \$217.03 | \$184.44 |
| \$9,000     | \$795.01   | \$410.07   | \$299.88   | \$243.52 | \$206.95 |
| \$10,000    | \$889.94   | \$459.01   | \$335.67   | \$272.56 | \$236.62 |
| \$11,000    | \$976.39   | \$503.61   | \$368.28   | \$299.05 | \$259.14 |
| \$12,000    | \$1,062.84 | \$548.21   | \$400.90   | \$325.54 | \$281.65 |
| \$13,000    | \$1,149.29 | \$592.81   | \$433.52   | \$352.03 | \$304.17 |
| \$14,000    | \$1,235.73 | \$637.41   | \$466.13   | \$378.52 | \$326.69 |
| \$15,000    | \$1,322.18 | \$682.01   | \$498.75   | \$412.57 | \$351.35 |
| \$16,000    | \$1,408.63 | \$726.61   | \$531.37   | \$439.06 | \$373.87 |
| \$17,000    | \$1,495.08 | \$771.21   | \$563.98   | \$465.55 | \$396.39 |
| \$18,000    | \$1,581.53 | \$815.80   | \$596.60   | \$492.04 | \$418.91 |
| \$19,000    | \$1,667.98 | \$860.40   | \$629.22   | \$518.53 | \$441.43 |
| \$20,000    | \$1,759.43 | \$910.00   | \$666.83   | \$550.02 | \$468.95 |
| \$21,000    | \$1,845.88 | \$954.60   | \$699.45   | \$576.50 | \$491.46 |
| \$22,000    | \$1,932.33 | \$999.20   | \$732.07   | \$602.99 | \$513.98 |
| \$23,000    | \$2,018.78 | \$1,043.80 | \$764.68   | \$629.48 | \$536.50 |
| \$24,000    | \$2,105.22 | \$1,088.40 | \$797.30   | \$655.97 | \$559.02 |
| \$25,000    | \$2,196.67 | \$1,137.99 | \$834.92   | \$687.46 | \$586.54 |
| \$26,000    | \$2,283.12 | \$1,182.59 | \$867.53   | \$713.95 | \$609.06 |
| \$27,000    | \$2,369.57 | \$1,227.19 | \$900.15   | \$740.44 | \$631.58 |
| \$28,000    | \$2,456.02 | \$1,271.79 | \$932.77   | \$766.93 | \$654.09 |
| \$29,000    | \$2,542.47 | \$1,316.39 | \$965.38   | \$793.42 | \$676.61 |
| \$30,000    | \$2,637.40 | \$1,365.33 | \$1,006.17 | \$819.91 | \$699.13 |
| \$31,000    | \$2,723.85 | \$1,409.93 | \$1,038.78 | \$846.40 | \$721.65 |
| \$32,000    | \$2,810.30 | \$1,454.53 | \$1,071.40 | \$872.89 | \$744.17 |
| \$33,000    | \$2,896.75 | \$1,499.13 | \$1,104.02 | \$899.38 | \$766.69 |
| \$34,000    | \$2,983.20 | \$1,543.73 | \$1,136.63 | \$925.87 | \$789.20 |
| \$35,000    | \$3,074.65 | \$1,593.32 | \$1,169.25 | \$952.36 | \$811.72 |

NB: Indicative only



**PRICE LIST - Aircraft Hire Rates and Other Services**

Effective until - 31 /12/2019

| Aircraft / Services                             | Dual Training & Supervised Solo (per hour VDO, Wet) | Private Hire (per hour VDO, Wet) |
|---|---|----------------------------------|
| <b>Recreational Aviation Australia (RA-Aus)</b> |   |                                  |
| Pioneer 300                                     | \$279.00  | \$179.00                         |
| Sting Carbon S3 (Turbo, CSU, RG)                | \$325.00  | \$225.00                         |
| Sting Carbon S4 (CSU)                           | \$295.00  | \$195.00                         |
| <b>General Aviation (CASA)</b>                  |   |                                  |
| Robin 2160 (Aerobatic)                          | \$389.00  | \$275.00                         |
| Extra 300 (Advanced Aerobatics)                 | \$695.00  | \$588.00                         |
| Landing Fees (YBSU only) - Robin                | \$20.00 per landing                                 | \$20.00 per landing              |
| Landing Fees (YBSU only)- Extra                 | \$30.00 per landing                                 | \$30.00 per landing              |
| <b>Other Services &amp; Fees</b>                |   |                                  |
| Long Briefings                                  | \$55 each briefing                                  | n/a                              |
| Operational (short) Briefings                   | \$15 each briefing                                  | n/a                              |
| Ground Theory Tuition                           | \$65 p/h / \$475 p/d                                | n/a                              |

Notes: (1) All prices are inclusive of GST. (2) One landing fee only for Circuit Training