

FUTURE CADET PILOT PROGRAM STANDARD & RPC / RPL

Standard

10_{DAYS}

10_{FLYING HOURS}

FROM \$6,998_{AUD}

RPC / RPL

30_{DAYS}

25_{FLYING HOURS}

FROM \$12,398_{AUD}



FUTURE CADET PILOT PROGRAM

Every year, airlines in Hong Kong & Singapore – such as Cathay Pacific, Dragonair, Singapore Airlines and Scoot – each receive 2000+ applications from Commercial Pilot hopefuls. Of these, approximately 40 - 60 applications progress and are accepted as cadet pilots. The aviation industry is a highly competitive environment, so to ensure your best chance at success Learn to Fly Melbourne offers selected applicants entry into their preparation Future Cadet Pilot Program in Hong Kong and Singapore. The airlines' process of selecting a cadet pilot is comprehensive, rigorous and time consuming – often up to six months from beginning to end.

This process ensures only the highest standard of professional candidates are selected as graduates. The selection process consists of interviews, computer aptitude tests, medical examinations, psychological tests and both written and spoken English tests. Academic skills as well as interpersonal skills are highly sought after, in addition to quick thinking, adaptability and logic – a wide and varied skill set is required to be considered as a cadet pilot.

To develop your technical, theoretical and practical flying skills in preparation for your cadet application, Learn to Fly Melbourne's Future Cadet Pilot Program has developed a syllabus to improve your abilities and confidence in your application.

You will experience the most rewarding journey of your life and give yourself the best chance through the intense interviewing process. Every aspect of the FCPP is designed to prepare you for your interview, so you won't get caught by surprise at any stage of the cadet pilot interview process.

FUTURE CADET PILOT PROGRAM



FLIGHT TRAINING

Standard - 10hours
RPC/RPL - 25hours



THEORY LESSON

Basic Aeronautical Knowledge (BAK)
Air Legislation
Human Factors



RADIO THEORY COURSE

Learn how to communicate using the in-flight radio.



ICAO ENGLISH COURSE

If you wish to apply as a cadet entry pilot to Cathay Pacific or Singapore Airlines, or you want to get a Recreational Pilot Licence, you need to first pass the ICAO Aviation English proficiency test. The course will help you to develop high level listening and speaking skills in plain English for use in aviation related contexts.



CADET PILOT INTERVIEW WORKSHOP

Through a series of discussions on the aviation industry and flight training principles, you will gain a clear understanding of what it takes to become an airline pilot and how to prepare for your cadet pilot interview.



CADET PILOT INTERVIEW COACHING SESSION

As a Senior Captain at a major international airline with 30 years of experience, Senior Captain Darren is well equipped to teach you how to best present your documents and yourself in interviews. Darren will provide you with practical questions that will teach you what the airlines expect and give you tips on the best ways to answer the questions.

FUTURE CADET PILOT PROGRAM

LEARNING OUTCOME

Commercial airlines are looking to make large scale training investments and recruit future captains, not just cadets.

The extensive training offered by Learn to Fly Melbourne gives you a broad awareness of the entire aviation industry, alongside a wide range of analytical skills.

Through this program, you'll develop a breadth and a depth of thinking, and also the ability to solve problems that are relevant to the aviation industry. You will have a well developed and understanding of all the core knowledge, terminology and soft skills required for the cadet pilot interview process.

COURSE DURATION

Full Time :

10 Days (Standard)

30 Days (RPC/RPL)

Subject to weather and student availability

WHO SHOULD JOIN?

Anyone who wants to apply to be cadet pilot, but is not quite ready for the interview process

AIRCRAFT

Sling 2 / Diamond DA40



TRAINING STRUCTURE - STANDARD



Our mixture of simulated and real aircraft flight training structure will ensure that you can get the most out of every training session. The simulator helps you to understand exactly what you need to do and how to perform in each training session before getting into the real aircraft. It will save you training time in the real aircraft which will save you money and get you closer to piloting your own plane.

TRAINING PROGRESS - STANDARD

| SESSIONS | CONTENT | VR FLIGHT SIM | TRC FLIGHT SIM | SLING 2 |
|---------------------------|---|---------------|----------------|-------------|
| 1 | Effects of Controls (Procedures) | 0.5 | | |
| | Effects of Controls | | | 1.0 |
| 2 | Straight & Level (Procedures) | 0.5 | | |
| | Straight & Level | | | 1.0 |
| 3 | Climbing & Descending (Procedures) | 0.5 | | |
| | Climbing & Descending | | | 1.0 |
| 4 | Turning (Procedures) | 0.5 | | |
| | Turning | | | 1.0 |
| 5 | Climbing & Descending Turn (Procedures) | 0.5 | | |
| | Climbing & Descending Turn | | | 1.0 |
| 6 | Stall (Procedures) | 0.5 | | |
| 7 | Stall | | | 1.0 |
| 8 | Advanced Stall | | | 1.0 |
| 9 | Circuit - Introduction | | | 1.0 |
| 10 | Circuit - Normal | | | 1.0 |
| 11 | Circuit - With Procedures | | | 1.0 |
| 12 | Advanced Simulation Session | | 2 | |
| TOTAL FLYING HOURS | | 3.0 | 2.0 | 10.0 |

TRAINING STRUCTURE - RPC/RPL



Our mixture of simulated and real aircraft flight training will ensure that you can get the most out of every training session. The simulator helps you to understand exactly what you need to do and how to perform in each training session before getting into the real aircraft. It will save you training time in the real aircraft which will save you money and get you closer to piloting your own plane.

TRAINING PROGRESS - RPC/RPL

| SESSIONS | CONTENT | VR FLIGHT SIM | TRC FLIGHT SIM | SLING 2 |
|----------|---|---------------|----------------|---------|
| 1 | Effects of Controls (Procedures) | 0.5 | | |
| | Effects of Controls | | | 1.0 |
| 2 | Straight & Level (Procedures) | 0.5 | | |
| | Straight & Level | | | 1.0 |
| 3 | Climbing & Descending (Procedures) | 0.5 | | |
| | Climbing & Descending | | | 1.0 |
| 4 | Turning (Procedures) | 0.5 | | |
| | Turning | | | 1.0 |
| 5 | Climbing & Descending Turn (Procedures) | 0.5 | | |
| | Climbing & Descending Turn | | | 1.0 |
| 6 | Stall (Procedures) | 0.5 | | |
| | Stall | | | 1.0 |
| 7 | Advanced Stall | | | 1.0 |
| 8 | Circuit - Introduction | | | 1.0 |
| 9 | Circuit - Normal | | | 1.0 |
| 10 | Circuit - With Procedures | | | 1.0 |

TRAINING PROGRESS CONTINUES...

TRAINING STRUCTURE - RPC/RPL

TRAINING PROGRESS - RPC/RPL (CONT)



| SESSIONS | CONTENT | VR FLIGHT SIM | TRC FLIGHT SIM | SLING 2 |
|---------------------------|--|---------------|----------------|-------------|
| 11 | Circuit - With Procedures | | | 1.0 |
| 12 | Circuit - Flapless & Normal | | | 1.0 |
| 13 | Circuit Emergency Procedures | | | 1.0 |
| 14 | Circuit - Consolidation | | | 1.0 |
| 15 | Circuit First Solo | | | 1.0 |
| 16 | Circuit Second Solo | | | 1.0 |
| 17 | Circuit Third Solo | | | 1.0 |
| 18 | Circuit Crosswind Circuit, Short Field Takeoff & Landing | | | 1.0 |
| 19 | Steep Turn | 0.5 | | |
| | Steep Turn | | | 1.0 |
| 20 | Practiced Forced Landing | | | 1.0 |
| 21 | Precautionary Search | | | 1.0 |
| 22 | Pre-Training Area Solo Check | | | 1.0 |
| 23 | First Training Area Solo | | | 1.0 |
| 24 | Second Training Area Solo | | | 1.0 |
| 25 | Pre-Licence Check | | | 1.0 |
| 26 | Advanced Simulation Session | | 2.0 | |
| TOTAL FLYING HOURS | | 3.5 | 2.0 | 25.0 |



YOUR SYLLABUS WILL COVER

- ✓ **Cadet Pilot Interview Workshop**
You will understand the whole cadet pilot interview process. Every aspect boils down to every detail of the real interview, so you won't get caught by surprise at any stage of the interview process.
- ✓ **Additional Cadet Pilot Theory**
Covers content such as meteorology, jet engine & jet aircraft systems which are required for your cadet pilot interview.
- ✓ **ICAO English**
English training, specifically for the aviation industry, aiming to help students maintain their Aviation English language proficiency.
- ✓ **ADM Workshop**
The extensive training provides you a broad awareness of the aviation industry and a range of analytical skills that will give you a comprehensive appreciation of the aviation operating environment. Through this program, you'll develop breadth and depth of thinking, and the ability to solve problems relevant to the aviation industry.
- ✓ **Cadet Pilot Interview Coaching Session with Captain Darren**
Coaching session with a Senior Captain at an international airline. Darren will provide you with practice questions and teach you how to present your documents and yourself in the best way possible.
- ✓ **Effects of Controls**
This lesson is designed to give the student hands on practice in flying the airplane by using the primary, secondary and ancillary controls.
- ✓ **Straight & Level**
In this lesson the student will learn to maintain the airplane in straight and level flight. Imagine you are the passenger on a long overseas flight and the airplane is continuously moving up and down as if you were on a ship riding through rolling seas, not a very comfortable situation to be in. This lesson teaches the student how to enter and maintain straight and level flight.
- ✓ **Climbing & Descending**
In this lesson the student will learn to climb the airplane and descend the airplane within specified tolerances. Enter and maintain a steady climb & descend on a constant heading as well as level off at a nominated altitude.
- ✓ **Turning**
So your skills as a pilot have developed and you can fly straight and level and climb and descend with a high degree of competency, but now we need to head back to the airport, so turning the airplane becomes important. In this lesson the student will enter, maintain and roll out of a medium level turn.
- ✓ **Climbing & Descending Turn**
In this lesson the student will enter, maintain and roll out of a climbing turn and a descending turn.

**Stall**

Stalling an airplane DOES NOT involve an engine stopping, stalling an airplane involves increasing an aircraft's angle of attack beyond a point where the airplane can no longer sustain its own weight, or in simple terms the weight is greater than the lift able to be generated by the wings.

Stalling training is conducted to provide the student with the necessary skills to recognize the symptoms of an approaching stall and a fully developed stall and for the student to recover from the stall with a minimum loss of altitude.

**Advanced Stall**

Effect of power on the stall; effect of flap on the stall; stalling during a climbing turn; wing drop recovery.

**Circuit Introduction**

Aircrafts are flown in a standard pattern around a runway when conducting takeoff and landings at an aerodrome in order to maintain an orderly traffic flow. This standard pattern is known as a circuit as it is comprised of an upwind leg, crosswind leg, downwind leg, base leg and final approach leg. The circuit leg naming conventions are important when identifying the position of each airplane that is flying within the geographic bounds of an aerodrome.

**Circuit - Normal**

Additional practice of flying in the correct circuit pattern.

**Circuit - With Procedures**

Additional practice of flying in the correct circuit pattern, with radio procedures, takeoff and landing checks.

**Circuit - Flapless & Normal**

Normal and flapless is a consolidation of previous circuit training with the addition of managing abnormal situations, an example of an abnormal situation would be a flap switch failure. Additional training includes side-slipping the airplane.

**Circuit - Emergency Procedures ***

Emergency procedures is a consolidation of previous circuit training with the addition of managing abnormal situations such as managing an engine failure after takeoff; performing a missed landing procedure; managing an engine failure in the circuit and return for landing on the runway with a glide approach; managing an abnormal occurrence whilst flying in the circuit

**Circuit - Consolidation***

This session is a consolidation of previous circuit training with increased emphasis on managing abnormal situations whilst in the circuit.

**Circuit - First Solo ***

The big difference on this occasion is that if your instructor feels you are competent to fly the aeroplane on your own they will send you on your FIRST SOLO. Yes that does mean you are flying on your own with your instructor watching you from the ground.

The first solo comprises of the student doing one takeoff, flying the circuit pattern and conducting a full stop landing, the student can expect to log approximately 0.2 hours of pilot in command time (12 mins). The first solo is an exhilarating experience that no student ever forgets

**Circuit - Second Solo ***

Second solo is a continuation of previous circuit training. Your instructor will again fly with you in the circuit and if your instructor feels you are competent to again fly the aeroplane on your own they will send you on your second solo.

**Circuit - Third Solo ***

Third Solo is a continuation of previous circuit training. Your instructor will again fly with you in the circuit and if your instructor feels you are competent to again fly the aeroplane on your own, they will again send you on your third solo.



- ✓ **Circuit - Crosswind, Short Field Takeoff & Landing ***
During your previous training you may have noticed that the wind doesn't always cooperate and flow straight down the runway. Often the wind is blowing from the side of the runway, when the wind is coming from the side we term this condition as a crosswind. The strength of the crosswind is determined by the strength of the wind and the angle that it strikes the runway and ultimately the angle it strikes the aeroplane resulting in drift.
Short field takeoff and landings consolidates your previous circuit training and incorporates the advanced maneuvers of short field takeoff and short-field landings. Not every runway you depart from or arrive at is the length of an international airport runway, some of the most scenic places that a pilot's have the privilege to visit are nprovided with short bush strips, sometimes constructed of gravel, grass or even just dirt.

- ✓ **Steep turn ***
This lesson builds on the skills developed in the Medium Level Turn lesson. In this lesson the student will enter, maintain, and roll out of a steep level turn, a steep climbing turn, a steep descending turn, and use the correct technique to return the aeroplane to normal flight from a spiral dive.

- ✓ **Practiced Forced Landing ***
A forced landing due to an engine failure is an extremely rare event, however rare as it is it can still occur and if it does being prepared for such a situation is extremely important.

- ✓ **Precautionary Search ***
To teach the student how to conduct a powered approach to an unfamiliar or unprepared field. Australia has many bush strips and their condition can change rapidly due to weather, cattle or wildlife roaming over the strip or for that matter building nests, in the case of ants. Before committing and aeroplane to land on an unfamiliar air strip a precautionary check of the landing zones condition is a very good idea.

You may as a pilot also find yourself in a situation, such as a sick passenger, deteriorating weather, which may require you to land on an unprepared landing area such as a farmers paddock, again before committing to land in such an area a precautionary check of the landing zone is a very good idea.

- ✓ **Pre-Training Area Solo Check ***
Now it's time to spread your wings a little further than the circuit, and time to prepare to venture into the training area on your own. This is your opportunity to re-familiarise yourself whilst under the guidance of your flight instructor, to the training area and the procedures required for getting back into the circuit of your home aerodrome.

- ✓ **First Training Area Solo ***
This lesson consolidates your Training Area Solo Check and if your instructor believes you are competent to navigate the training area and return back to your home aerodrome you will be sent on your Area Solo.

- ✓ **Second Area Solo ***
This Lesson consolidates your First Area Solo and if your instructor believes you are competent to navigate the training area and return back to your home aerodrome you will be sent on your second area solo.

- ✓ **Pre-Licence Check ***
A summary flight, instructor will check if you are up to the RPL flight test standard before sending you to do the flight test.

- ✓ **Advanced Simulation Session**
Demonstrate how to recover from Unusual Attitude, Incipient Spin and Spiral Dive; Instrument flying in adverse weather conditions; Introduction to Autopilot System; Introduction to Instrument Approach; Standard Operating Procedures; Controlled Airspace simulation practice including taxi and radio calls.

*RPC/RPL Package included sessions.

PRICING STRUCTURE (STANDARD)

| INCLUSIONS | RA Registered Sling 2 | GA Registered Sling | Diamond DA40 |
|---|-----------------------|---------------------|----------------|
| Briefings & Debriefings | | | |
| 10 Hours Dual Flight Training | \$2,880 | \$3,180 | \$3,750 |
| 3 Hours Simulation Flight Training (VR Flight Sim) @ \$198 per hour | | \$594 | |
| 2 Hours Simulation Flight Training (TRC Flight Sim) @ \$228 per hour | | \$456 | |
| RPC Ground Theory Book | | \$100 | |
| Ground Theory Course (BAK + RAdio + Pre-Solo) | | \$598 | |
| ICAO English Online Course + AELP Exam | | \$798 | |
| Cadet Pilot Interview Workshop + Airline Interview Coaching Session | | \$2,682 | |
| Membership Benefits (50% off all Simulation Flights & 20% of all purchases at the shop - excludes sale items) | | FREE | |
| Uniform | | FREE | |
| 1 x Pilot Logbook | | FREE | |
| 1 x Video Footage of Flight | | FREE | |
| 1 x Certificate | | FREE | |
| RRP | \$8,108 | \$8,408 | \$8,978 |
| DISCOUNTED PRICE | \$6,998 | \$7,298 | \$7,868 |
| YOU SAVE | | \$1,110 | |

PRICING STRUCTURE (RPC/RPL)

| INCLUSIONS | RA Registered Sling 2 | GA Registered Sling | Diamond DA40 |
|---|-----------------------|---------------------|--------------|
| Briefings & Debriefings | | | |
| 20 Hours Dual Flight Training | \$7,200 | \$7,950 | \$9,375 |
| 5 hours Supervised Solo Flight Training | | | |
| 3.5 hours Simulation Flight Training (VR Flight Sim) @ \$198 per hour | | \$693 | |
| 2 hours Simulation Flight Training (TRC Flight Sim) @ \$228per hour | | \$456 | |
| RPC Ground Theory Book | | \$100 | |
| RPC Theory Course | | \$798 | |
| Flight Radio Operator Licence Exam | | \$55 | |
| ICAO English Online Course + AELP Exam | | \$798 | |
| Cadet Pilot Interview Workshop + Airline Interview Coaching Session | | \$2,682 | |
| Pre-Solo Air Legislation Exam | | \$55 | |
| Pre-Certificate Pre-Solo Air Legislation Exam | | \$55 | |
| Human Factors Exam | | \$55 | |
| BAK Exam | | \$105 | |
| RPC Flight Test | | \$550 | |
| Membership Benefits (50% off all Simulation Flights & 20% of all purchases at the shop - excludes sale items) | | FREE | |

PRICING STRUCTURE (RPC/RPL) - CONT

| INCLUSIONS | RA Registered Sling 2 | GA Registered Sling | Diamond DA40 |
|-----------------------------|-------------------------|---------------------|-----------------|
| 1 x Pilot Logbook | | FREE | |
| 1 x Video Footage of Flight | | FREE | |
| 1 x Certificate | | FREE | |
| | RRP | \$13,602 | \$14,352 |
| | | | \$15,777 |
| | DISCOUNTED PRICE | \$12,398 | \$13,148 |
| | YOU SAVE | | \$1,204 |

PAYMENT OPTIONS

Package Price upfront course payment options include cash, Visa, Mastercard, Amex, EFTPOS or direct bank transfer. Please note a 2% surcharge will apply for credit card payments.

ANCILLARY COSTS (APPROX.)

- RAAUS 1 Year Membership to cover the insurance - \$210
- Class II Aviation Medical Check - \$230
- English Language Assessment - \$235
- Additional flying hours if required (competency based)

6 REASONS TO FLY WITH US

1 Safety

We hold an impeccable safety record and meet standards set by regulatory governing bodies, such as CASA.

2 Relevance

We specialise in helping prospective airline cadets pass their pilot interview and prepare them for an aviation career.

3 Choice

We allow you to choose between different flight training options and aircraft to cater to your preferences and budget.

4 Modern Aircraft

Our premium aircraft deliver on comfort and technology, with features such as leather seats, autopilot and a glass cockpit.

5 Affordability

We strive to offer industry leading aircraft hire rates and minimise ancillary costs to make flight training cost effective.

6 Professional Instructors

Our industry leading ratio of Grade 1 Flight Instructors, ensure you learn from experienced, high quality instructors.

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