



## **AAA Commercial Pilot Licence Course CASA Part 141 (Non-Integrated) CPL**

**AAA is a CASA-approved Part 141 flight training provider offering a 200-hour (non-integrated) Commercial Pilot Licence qualification.**

Unlike Part 142 providers, who usually only offer enrolment in full-time courses integrating theory and flying training and requiring course pre-payment, our CPL course allows you to study and fly at your own pace, balancing work, social and study commitments. Completed part-time, you can expect to qualify for a non-integrated CPL in approximately 2 years from commencement. Theory is generally self-studied, although our instructors are available to assist on a half-day or full-day basis as required at additional cost.

**The minimum aeronautical experience requirements for the issue of a CASA Part 141 (non-integrated) CPL are:**

- 200 hours total flight time
- 100 hours pilot-in-command time
- 20 hours cross-country command time
- 10 hours dual instrument time

**For the new student with no experience:** this means that after you have learned to fly ([RPL course](#)) and learned to navigate ([PPL course](#)), you now need to build pilot-in-command experience to satisfy the minimum experience requirements for the CPL.

This hour-building can be done in any aircraft, although we recommend a more complex machine like the [Rockwell Commander](#) to build relevant experience. To assist CPL students, AAA holds regular fly-away trips and offers realistic commercial scenario-based training exercises for students wishing to prepare for the CPL flight test.

The AAA CPL preparation course is designed to develop General Handling, Instrument Flight, Navigation & Emergency Handling skills to those befitting a professional pilot. Commercial scenarios are used to provide an element of realism and to encourage the maintenance of safe flight outcomes whilst under pressure.

AAA also recommends completing the [NVFR course](#) as a pre-requisite – a handy tool for any commercial pilot in order to not be constrained by daylight hours. The instrument hours accrued on the NVFR course also go toward satisfying the instrument and total flight time required for the CPL.

**For pilots already holding a PPL:** an initial assessment flight is made. Based on the outcome of this assessment, the CPL preparation course is tailored to train the candidate where they do not yet meet the required competencies.

In both cases, once found competent in all the relevant requirements of the Part 61 Manual of Standards, the candidate is recommended for the CPL flight test.

The recommended pathway for new students wishing to complete a Part 141 CPL with AAA is:

<b>AAA Course Component</b>	<b>Indicative Hours</b>			
	<b>DUAL</b>	<b>SOLO</b>	<b>INST</b>	<b>NIGHT</b>
RPL (incl. basic aerobatics & spinning endorsements)	35.0	12.5	2.0	
PPL	21.0	7.0	2.0	
MPPC / RU endorsements	3.0			
NVFR Rating	18.4	1.5	4.0	15.0
CPL preparation course	24.2	5.7	7.0	
<b>Sub-total</b>	101.6	26.7	13.0	15.0
Hour-building required*		73.3		
<b>Total</b>	<b>101.6</b>	<b>100.0</b>	<b>13.0</b>	<b>15.0</b>

\* Command hour-building at student discretion.

As the cost of hour-building, choice of aircraft for post-RPL training and the ability to cost-share with passengers is at student discretion, it is impossible to determine an exact cost for a non-integrated CPL. However, indicative course costs (excluding hour-building) are shown below:

<b>AAA Course Component</b>	<b>Indicative Course Cost*</b>
RPL (incl. basic aerobatics & spinning endorsements)	\$22,422
PPL	\$13,273
MPPC / RU endorsements	\$1,545
NVFR Rating	\$8,767
CPL preparation course <sup>#</sup>	\$12,740
<b>Total</b>	<b>\$58,747</b>

\* Course costs based on the applicable AAA syllabus requirement which is a realistic minimum for the average student. Flight times may vary and this will affect the overall cost. All training is competency-based, and any remedial training is conducted at standard hire rates. Includes GST, aircraft and instructor hire, pre-flight briefings, tutorials and Bankstown movement & parking charges. Excludes flight test fees. Prices valid as of 01 January 2020.

<sup>#</sup> CPL preparation course cost is based on the Rockwell Commander 112B aircraft