

Training Towards Your

Instrument Flight Rating



Welcome to the Tauranga Aero Club. We hope that you enjoy your time with us, and that you get as much from your flying as we have received from ours. This guide was produced by the instructors at the aero club to answer some of the more frequent questions we get about obtaining an Instrument Rating.

What Can You Do With An Instrument Rating?

With an instrument rating, you will have the freedom to fly in more places and in Instrument Meteorological Conditions (IMC). As the title implies, an instrument rating permits you to fly “by instruments,” i.e., without visual references to the ground, horizon, and other landmarks.

What Licence Do You Need To Hold In Order To Obtain An Instrument Rating?

In order to obtain your Instrument Rating, you can hold either a Private Pilot Licence (PPL) or Commercial Pilot Licence (CPL), which includes the night flying privileges for that license.

What Medical Requirements Are There?

If you have a PPL and hold a Class 2 medical certificate, the only requirement needed is that you meet the Class 1 hearing standards prescribed in Part 67 and this must be endorsed on your Class 2 medical certificate.

What Flying Hours Do You Need To Get Your Rating?

- 50 hours of VFR cross-country navigation flight time as pilot-in-command, of which not less than 10 hours are in the appropriate category of aircraft.
- 10 hours of dual instrument cross-country flight time under an IFR flight plan.
- 40 hours of instrument time.
- 20 hours of instrument flight time in that category of aircraft, of which at least 10 hours are dual instruction.

You can either complete your IFR training as a Single Engine Instrument Rating using our G1000 Cessna 172, or if you would like to obtain a Multi Engine Instrument Rating, you can sit your flight test in our PA34-200 Seneca.

If you choose to obtain the Multi Engine Instrument Rating, you will first need to complete a twin-engine type rating, which on initial issue is a minimum of 5 hours. If you already have a non-centrelines thrust rating then the subsequent issue on the PA34-200 is a minimum of 1 hr to demonstrate competency.

After you have completed your twin aircraft type rating, you will commence your IFR training first in the Cessna to learn and understand basic concepts of flight with sole use of instrumentation before moving on to the much faster PA34-200 Seneca.

What Exams Do You Have To Pass?

- CPL Meteorology
- CPL Human Factors
- IR Air Law
- IR Navigation
- IR Instruments and Navigation Aids

The level of difficulty of the exams is a step higher than the PPL exams and will require thorough study. Study guides are available for each subject which start from \$81.00 each and can be purchased at <https://www.waypoints.nz>, and the exams are taken on a regular ongoing basis in Tauranga City with prices starting from \$157.00 per sitting. Please note that these are both third party suppliers, so pricing is subject to change without notice.

Your instructor at the aero club will show you how to obtain the study guides, the required equipment for each exam, and how to apply to sit each examination.

We recommend that you begin studying for your first exam once you start your training as to complete the ground theory in a timely manner.

Are There Any Other Requirements?

You must undergo the CAA Fit and Proper Person assessment process. Under New Zealand law, all applicants for a pilot's license must demonstrate that they have an acceptable respect for the law.

Minor criminal convictions and traffic offences are not a problem, but if you have something more serious in your past it may be a good idea to undergo this check prior to spending money on flight training. The check is carried out in complete confidence by the CAA. This must be no older than 3 months old before sending it off to CAA with your rating application.

At the conclusion of your flight training, you are required to pass a practical flight test in an aircraft with a CAA authorized flight examiner. Similar to a driver's license test but with wings.

What is the Tauranga Aero Club?

The Tauranga Aero Club is an incorporated society, similar to a well-established baseball team or football club. Although the club is run along commercial lines there are no shareholders and it does not exist to make a profit. The club is administered by a committee which is elected by the club members. The club operates four aircraft – three two seat trainers and a four-seat cross country machine. It also has access to several other light aircraft through commercial agreements, including twin engine aircraft. The club rooms consist of the aircraft hangar, offices, briefing room, showers, kitchen facilities, a fully licensed bar, and the club rooms themselves. Three full time flying instructors are employed by the club and are on duty seven days a week (we close on all government listed public holidays).

The aero club movement was established shortly after WWII. At the time, its charter was to *promote aviation to the wider public* and this still remains a foundation of the club charter today. Although aviation is well established in today's society, there is probably less need to promote the new, exciting, and slightly crazy fad of chugging around the sky in biplanes. The club exists today to give access to aircraft at a reasonable cost to club members, as a social club, a commercial operation, to provide a career pathway for young instructors aspiring to an airline career, and to introduce as many people as possible to the joy of learning to fly.

Membership of the club is deep and varied. Many club members are private pilots, but there are also 30,000+ hour topdressing pilots, active domestic and international airline pilots, retired 747 training captains, flying instructors, aircraft engineers, and all manner of aviation buffs. The bar is open on club nights every Friday and Sunday, where all members are welcome to come along and talk shop.

How Does Flight Training Work?

When you are ready for your first lesson, contact us and book yourself in. A lesson consists of a 30-minute power point briefing if required, then your instructor will teach you how to make sure the weather is suitable for an IFR flight, how to complete an IFR flight log and how to submit an IFR flight plan on IFIS. You will then jump into the aircraft for about 2-3 hrs and learn flight with sole reference to the instrumentation. Once your flight is completed you will have a short debrief. **You should allow four hours for each lesson.** Subject to weather and other students' bookings, you can schedule with your instructor at the pace in which you want to learn and proceed with your IFR training.

An Instrument rating can be completed in about 1-2 months if you work hard and are good at studying for and sitting exams.

How Much Does It Cost?

Flying lessons are paid according to the amount of time the aircraft engine is running, as recorded by an air switch meter in the aircraft. This means we can only estimate the total cost of the training.

Our current dual instruction rate is \$388.50 per hour of engine run time on a Cessna G1000 aircraft, if you are a member, and \$466.20 per hour for non-members.

If you would like to obtain a Multi Engine Instrument Rating, our current dual instruction rate is \$648.50 per hour of engine run time on a Seneca PA34-200 aircraft, if you are a member, and \$778.20 per hour for non-members.

Our membership runs from 1st April until 31st March each year and costs \$150.00 per year for singles and \$160 per year for couples with new members always welcome. There is also a \$48.50 per hour charge for any pre-flight briefings (not all flights involve a pre-flight briefing). Most briefings are around 30min - 1hr at the start of your instrument training.

As Tauranga is a controlled aerodrome, all aircraft landing here must pay a landing fee (for the owner of the airfield – your friendly local council) and airways fee (for air traffic control). For the Cessna G1000 this works out to \$7.00 and \$9.50, respectively.

There is also a charge of \$4.70 for each touch and go performed during your flight. When using IFR you will also need to pay for an IFR flight plan (\$25), IFR en-route service charge (\$7.50) and IFR approach at an airfield attended (\$6.50) or unattended (\$4.00).

So, for a 2.5-hour dual training flight on the Cessna G1000, expect to pay the following:

- Ground briefing - 1 hours @ \$48.50 per hour = \$48.50
- Airborne time - 2.5 hours @ \$388.50 per hour = \$971.25
- Airways fee - \$9.50
- Landing fee - \$7.00
- IFR Flight Plan fee - \$25.00
- IFR Approaches fee attended (min. 2) - \$6.50 each = \$13.00
- Total cost - \$1,074.25

A Class 1 or 2 medical will cost approximately \$750.00.

For a 2.5hrs dual training flight on the Seneca, expect to pay the following:

- Ground briefing - 1 hours @ \$48.50 per hour = \$48.50
- Airborne time - 2.5 hours @ \$648.50 per hour = \$1,621.25
- Airways fee - \$9.50
- Landing fee - \$23.00
- IFR Flight Plan fee - \$25.00
- IFR Approaches fee (min. 2) - \$6.50 each = \$13.00
- Total cost - \$1,740.25

Theory exams cost approximately \$157.00 each to sit, and you should budget \$200.00 - \$300.00 for each subject for all of the study guides and reference material you will need.

Other miscellaneous costs are as follows:

- NZ Flying Training Manual - \$99.00
- IFR flight test fee - \$839.06
- License issue fee - \$230.00
- AIP Vol 1, 2 and 3 - \$207.00
- AIP amendment service - \$232.04 (paid each year)

The total overall cost to get an Instrument Rating will vary depending on your progress through the exams and flight training program. From experience, we estimate the total cost for most people is approximately \$17,000. Some will do it for slightly less than that figure, some will enjoy the scenery more along the way and do it for slightly more.

Estimated Cost for an Instrument Rating:

- Approximately 30 Hours Flight Time and Briefings approx. \$15,700
- Class 1 & 2 Medical \$750
- Airways and Landing Fees approx. \$1,635.00
- IR Flight Test Fee \$839.06
- 5 Exams \$782.60
- CPL and IR Books \$331.00
- A.I.P Volume 1, 2 and 3 including update service \$207.00.
- Student Pilot Guide \$15.00
- CAA License issue fee \$231.00

Total approx. \$20,491.00 – based off the G1000.

PLEASE NOTE: Any cancellations made within 24 hours of your scheduled lesson will incur a \$50 fee.

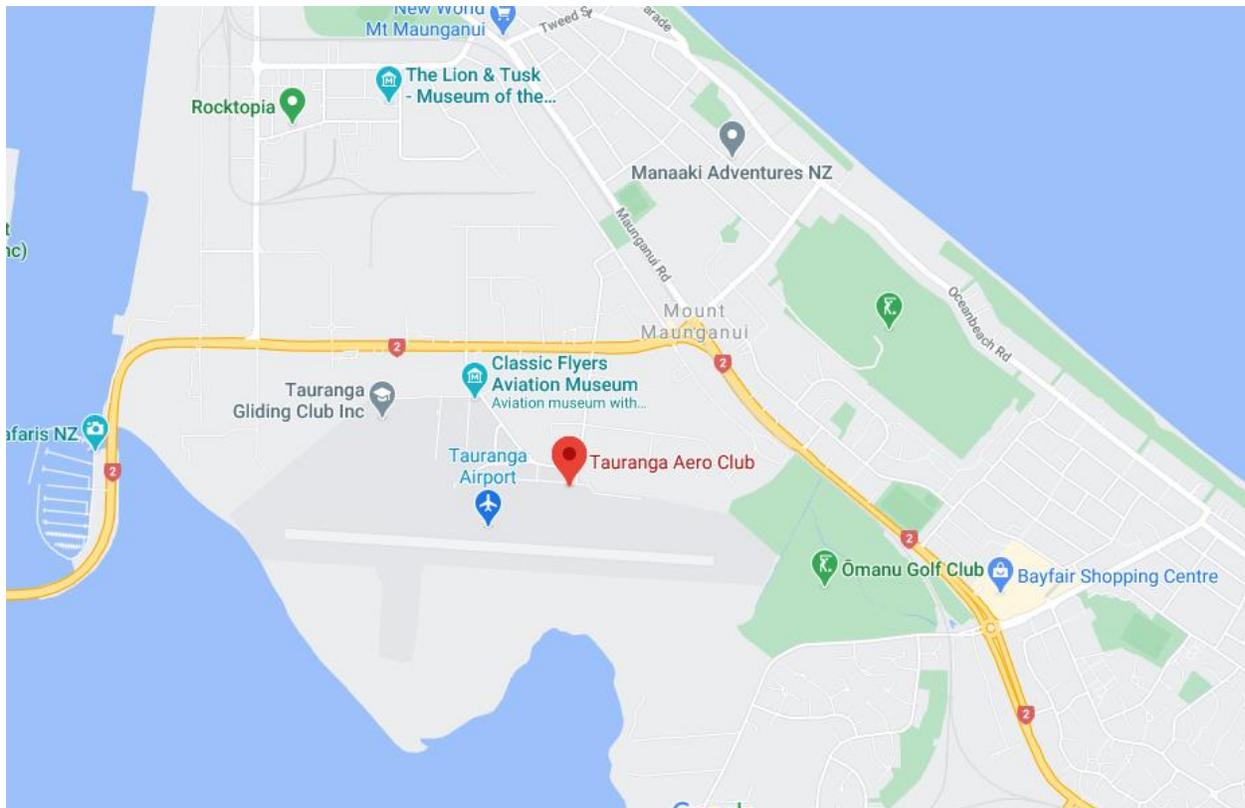
Contact Us

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Postal: 240 Aerodrome Rd, Tauranga Airport, Mount Maunganui





Estimated Cost for Private Pilot's Licence:

- Approximately 60 Hours Flight Time and Briefings	\$15,810
- Class 1 & 2 Medical	\$750
- Airways and Landing Fees	\$1,200
- PPL Flight Test Fee	\$600
- 6 Exams	\$552
- English Proficiency Test	\$135.50
- Logbook	\$50
- PPL Books	\$331
- A.I.P Volume 4 (incl update service paid yearly)	\$140
- Student Pilot Guide	\$15
- CAA Licence issue fee	\$231

Total: **\$19,814.50**

Estimated Cost for a Commercial Pilot's Licence:

- Additional 140 Hours Flight Time	\$36,890
- Airways and Landing Fees	\$3,000
- 6 Exams	\$918
- CPL Flight Test Fee	\$820.20
- Briefing Charges	\$350
- CPL Books	\$250
- A.I.P Volume 1	\$163
- Commercial Pilots Licence Course Guide	\$15
- CAA Licence issue fee	\$231

Grand Total (includes PPL cost): **\$60,951.70**

This estimate is based on 200 hours total time. This is usually achieved by our students. Please remember that flying is competency based, total cost may vary. All the above prices are subject to change without notice and include GST.