our graduates get the airline jobs

Australian National Airline College

CRICOS: 0253OB

Courses

DIPLOMA OF AVIATION (Commercial Pilot Licence) & DIPLOMA OF AVIATION (Instrument Rating) including Multi Engine Endorsement

CPLMEIR
CRICOS CODE 092191D & 092192C
84 Weeks - AUD$ 87,990

This is our most popular course with overseas students wishing to prepare themselves for an airline career and provides the minimum qualifications required by most airlines.

DIPLOMA OF AVIATION Commercial Pilot Licence

CPL
CRICOS CODE 092191D
60 Weeks - AUD$ 64,650

This course will provide you with a licence that allows you to work and fly under Visual Flight Rules. This is suitable for some jobs however most employers will need you to have an Instrument Rating.

Private Pilot Licence

PPL
24 Weeks - AUD$ 28,835

You can convert your Private Pilot License to a local licence when you return home. This is a recreational licence only. You cannot secure a job and be paid to fly with this licence.

Diploma of Aviation (Instructor)

CRICOS CODE 092193B
22 Weeks - AUD$ 24,995

Please contact us for details

Courses for experienced pilots

Instructor Rating, Multi Engine Endorsement, Single Engine Instrument Rating and Multi Engine Instrument Rating.

Course Entry Requirements

Aviation Medical

To train as a pilot you must undergo a Civil Aviation Safety Authority (CASA) Aviation Medical examination. These are "general" medicals and anyone with good general health should have no trouble passing.

The tests include an ECG (for the heart), an audio test and an eye test (Note: wearing glasses/contact lenses does NOT prevent you from passing this medical)

If you are studying for the Commercial Pilot Licence you will need a Class 1 Aviation Medical. If you are ONLY studying for the Private Pilot Licence then a Class 2 aviation medical is all you need.

Whilst the aviation medical can be done after arrival in Australia, it is always advisable to do it before you depart if there is an approved examiner not too far away from you.

There are a number of doctors overseas who are approved by the CASA to conduct these examinations. To view CASA's list of approved overseas doctors go to: ***https://www.casa.gov.au/licences-and-certification/aviation-medicine/pilots-and-air-traffic-controllers/dameos***

Age

Be 18 Years of Age by course commencement

Education

Have minimum qualifications or experience to the equivalent of the completion of Australian Year 11 High School.

Finance for the Course

You will need to demonstrate that you have the finance to pay the course fees for the course you select, plus living expenses calculated at AUD$20,290 per year (or part thereof) plus your travel expenses.

Police Check

Be willing to undergo a Federal Police check in Australia for issue of your ASIC (Aviation Security Identity Card).

*(See page 5 for **English requirements**)*

Australian Government Civil Aviation Safety Authority

CRICOS Commonwealth Register of Institutions and Courses for Overseas Students

Australian Qualifications Framework

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DIPLOMA OF AVIATION (Commercial Pilot Licence) & DIPLOMA OF AVIATION (Instrument Rating) including Multi Engine Endorsement

Courses Features

- This course suitable for anyone wishing to pursue a career as an Airline Pilot, Corprate Pilot of any other position requiring operation of an aircraft under Instrument Flight Rules (IFR).
- This course provides the minimum qualifications normally required for Airline entry.
- In the PPL/CPL phases of the course you will learn to fly single engine aircraft under Visual Flight Rules(VFR). You will then progress to learn to fly twin engine aircraft and to utilise the aircraft instruments and procedures to fly by Instrument Flight Rules (IFR)
- Upon successful completion of the CPL Flight Test and then your Multi Engine Instrument Rating flight test, you will be issued a CPL with Multi Engine Instrument Rating by the Australian Civil Aviation Safety Authority. This Licence/Rating meets ICAO (International Civil Aviation Organisation) standards and can be easily converted in most countries. Contact your local Civil Aviation Authority for local conversion requirements.

Note

i) When you train for a CPL, you will conduct your RPL and PPL progress check as a preliminary step. This is included as part of this package and is included in your course fee.

ii) The course fee does not include:
- Theory exam fees. These are payable by the student directly to CASA. Allow a budget of approximately AUD$1200
- Licence issue fees for the RPL, CPL and IR. Allow approximately AUD$200
- Landing fees & Air Services charges. Allow a budget of approximately AUD$2500-3000
- Application for your Security Clearance/Police check (known as ASIC) Approximately AUD$225
- Aviation medical. Allow a budget of approximately $500 depending on where the test is conducted
- Flight Test fees. Allow approximately $800 each for RPL, CPL and IR and $300 for Multi Engine

iii) The course includes the flying hours outlined herein. Should the student require additional training it will be charged at the retail rate current at the time the training is delivered.

CPLMEIR

CRICOS CODE
092191D & 092192C
84 Weeks - AUD$ 87,990

PPL & CPL Phases

Piper Warrior (PA28) 65 hours solo
Piper Arrow (PA28R) 5 hours solo
Piper Warrior 62 hours dual
(including 1.5 hours for RPL Flight Test and 3 hours for PPL Progress Check)
Piper Arrow 27 hours dual
(including 3 hours for CPL Flight Test charged at solo rate)
EliteST2000 Synthetic Trainer 4 hours

Multi Engine Endorsement
PA44 7 hours dual

Instrument Rating
EliteST2000 Synthetic Trainer 15 hours dual
PA44 23 hours
(including 3 hours for IR Flight Test charged at solo rate)

Theory

(Including books)
Recreational Pilot Licence
Commercial Pilot Licence
Multi Engine
Instrument Rating

All flight briefings by instructors

Equipment & Materials

- Log Book
- Navigation computer
- Navigation ruler
- Protractor
- Civil Aviation Order's
- Planning Chart Australia
- Local World Aeronautical Chart's
- Local Visual Terminal Chart's
- ERSA
- AIP's
- DAPS East
- Flight Training Manual

DIPLOMA OF AVIATION
Commercial Pilot Licence

CPL
CRICOS CODE 092191D
60 Weeks - AUD$ 64,650

Courses Features

- The CPL is suitable for anyone wishing to pursue a career as a pilot. It is the minimum qualification required to fly professionally.
- This course provides the minimum qualifications normally required for Airline entry.
- The CPL is all conducted under VFR (Visual Flight Rules). VFR flying is suitable for some General Aviation flying jobs, like VFR charter, conducting tourist flights, seaplane flying (with a seaplane endorsement) & some flight instruction (if you also have an Instructor Rating). Note: It is not suitable for Airline Pilots and many other flying jobs which require an Instrument Rating. Further information below.
- Upon successful completion of the CPL Flight Test, you will be issued a CPL by the Australian Civil Aviation Safety Authority. This licence meets ICAO (International Civil Aviation Organisation) standards and can be easily converted in most countries. Contact your local Civil Aviation Authority for local conversion requirements.

PPL & CPL Component

Piper Warrior (PA28) 65 hours solo
Piper Arrow (PA28R) 5 hours solo
Piper Warrior 62 hours dual
(including 1.5 hours for RPL Flight Test and 3 hours PPL Progress Check)
Piper Arrow 27 hours dual
(including 3 hours for CPL Flight Test charged at solo rate)
EliteST2000 Synthetic Trainer 4 hours

Theory

(Including books)
Recreational pilot licence
CPL

All flight briefings by instructors

Equipment & Materials

- Log Book
- Navigation computer
- Navigation ruler
- Protractor
- Civil Aviation Order's
- Planning Chart Australia
- Local World Aeronautical Chart's
- Local Visual Terminal Chart's
- ERSA
- AIP's
- Flight Training Manual

Note

i) When you train for a CPL, you will conduct your RPL and PPL progress check as a preliminary step. This is included as part of this package and is included in your course fees.

ii) The course fee does not include:
- Theory exam fees. These are payable by the student directly to CASA. Allow a budget of approximately AUD$1200
- Licence issue fees for the PPL, CPL and IR. Allow approximately AUD$200
- Landing fees & Air Services charges. Allow a budget of approximately AUD$2000-2500
- Application for your Security Clearance/Police check (known as ASIC) Approximately AUD$225
- Aviation medical. Allow a budget of approximately $500 depending on where the test is conducted
- Flight Test fees. Allow approximately $800 each for RPL and CPL

iii) The course includes the flying hours outlined herein. Should the student require additional training it will be charged at the retail rate current at the time the training is delivered.

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CPL: VFR limitations and options

Your CPL will provide you with a qualification to fly by Visual Flight Rules (VFR). This essentially means that you must be able to fly visually by staying clear of cloud and being able to navigate by referring visually to landmarks on the ground.

Airlines fly under IFR (Instrument Flight Rules) and predominantly use their aircraft instruments to navigate by rather than using visual references. Therefore if you wish to work for an Airline, a Commercial VFR licence is not sufficient. Airlines would normally expect you to have an Instrument Rating, (which allows you to fly under Instrument Flight Rules) before making an application to them for employment.

You can elect to enrol in this CPL course first and then continue with the Instrument Rating later (see note below) or you may decide it is better to enrol on our Commercial Pilot Licence with Multi Engine Instrument Rating course from the beginning.

Note: Therefore if you enrol just on the Diploma of Aviation (Commercial Pilot Licence) with course duration of 60 weeks and then decide to continue training for the Diploma of Aviation (Instrument Rating) with course duration of 24 weeks, it is likely you will need to apply for a visa extension and there will be extra costs payable to the Department of Home Affairs.

Private Pilot Licence (Non AQF Course)

Privileges of the Private Pilot License

On completion of your Private Pilot License (PPL) you can fly yourself and passengers, by day, anywhere in Australia in visual flight conditions. You can convert your Private Pilot License to a local licence when you return home. The Private Pilot License is a recreational licence only. You cannot be paid to fly as a Private Pilot License holder.

Note

i) The course fee does not include:
- Landing fees and Air Services charges. Allow a budget of $1000-$1500
- CASA fees are not included in your course fees and are payable directly to CASA.These include licence issue (approximately $50), flight test fees (approximately $800), theory exam fees (approximately $150), aviation medical (approximately $300) and ASIC security clearance (approximately $225).

ii) The course includes the flying hours outlined herein. Should the student require additional training it will be charged at the retail rate current at the time the training is delivered.

PPL
20-24 Weeks - AUD$ 28,835

Note: Fees are subject to change.
Please confirm at the time of your enrolment

PPL & CPL Component
Piper Warrior 58 hours dual
(including 3 hours for Private Pilot License flight test)
Piper Warrior 10 hours solo

Theory
(Including books)
Recreational Pilot Licence
Private Pilot License

All flight briefings by instructors

Equipment & Materials
- ✓ Log Book
- ✓ Navigation Computer
- ✓ Navigation Ruler
- ✓ Navigation Protractor
- ✓ Navigation Lapboard
- ✓ Civil Aviation Order's (CAO's)
- ✓ Planning Chart Australia
- ✓ Maps and Charts
  (2 x WAC's, PCA, VTC Melbourne, ERC)
- ✓ ERSA
- ✓ Aerodrome Information Publications (AIP's)
- ✓ Flight Training Manual

Pilot training and how it all works

You will progress through your training in stages and for each stage there is the practical flight training followed by a flight test and theoretical training followed by a theory exam.

1 Basic flying sequences for Recreational Pilot Licence (RPL)

First thing we need to do is teach you "how to fly' an aircraft. This involves sequences such as Effect of Controls, Straight and Level Flight, Climbing and Descending, Turning, Circuits, Take off and Landing etc.

During this phase you will need to pass a theory exam for the Recreational Pilot Licence as well as some minor tests like Flight Radio Operators Licence, an Engineering Paper and an Aircraft Identification Paper.

2 Navigation training for Private Pilot Licence Progress Check

Okay so now you can fly the aeroplane but if you want to take it on a long distance flight the next thing you need to learn is how to navigate the aircraft, so in phase 2 we do the navigation training for the standard Private Pilot Licence.

If you are training for the Diploma of Aviation (Commercial Pilot Licence) you will not do the PPL theory or sit the formal PPL flight test. Instead you will undertake all the usual PPL flight training and then sit a PPL Progress check to check that you have reached the PPL flying standard. You will also commence your CPL theory and sit your CPL meteorology exam during this phase of your training.

For those completing just the Private Pilot Licence, you will need to study the PPL theory course and pass the PPL Flight Test conducted by a CASA Approved Testing Officer. You will then be issued your Private Pilot Licence which allows you to fly recreationally and carry passengers. As a PPL holder you cannot earn an income from flying. If you want to fly professionally and be paid, you need to continue your training for a Commercial Pilot Licence.

3 Flying hours time building as Pilot in Command/Solo

Before you sit your CPL flight test, you need to have accumulated a minimum 70 hours of flight time as Pilot in Command/Solo so this is the time to build those hours.

4 Commercial Pilot Licence

During this phase you will undertake further intensive training with an Instructor to bring your flight proficiency up to the standards required of a Commercial Pilot.

You also need to study for and pass the remaining 6 CPL CASA exams

Once you have passed the exams and CPL flight test you then have a CASA CPL that allows you to fly professionally under VFR (Visual Flight Rules)

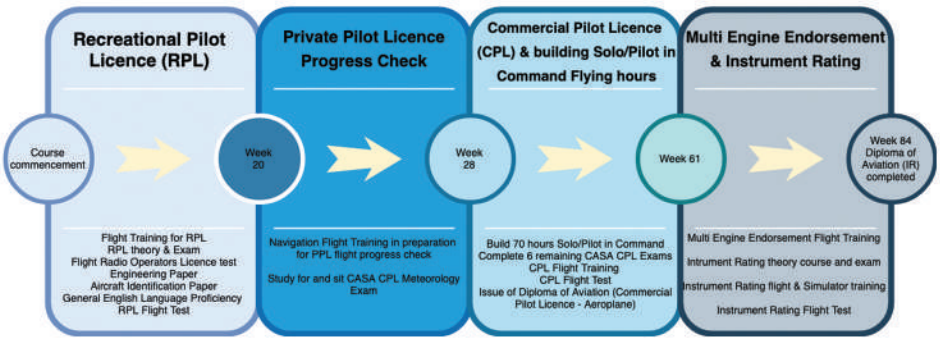
All your flying until this stage has been VFR which means you must fly by visual reference to the ground using features like roads, rivers, lakes, towns, railway tracks etc to navigate by.

5 Multi Engine Endorsement

So far, your training has been in a Single Engine aircraft. As most airliners have 2 engines or more, you will need to learn to fly a Multi Engine Aircraft and pass a Multi Engine Endorsement flight check. We use the Piper Seminole and our course includes 6-7 hours of flight training to complete this endorsement.

6 Instrument Rating

To become an Airline Pilot you need progress past VFR flying and to continue with your training to learn to fly and navigate by using the aircrafts' instruments, under a different set of rules known as Instrument Flight Rules (IFR) – that's why you now need to train for an **Instrument Rating**.



Course Entry Requirements

English Proficiency

The Australian Civil Aviation Safety Authority (CASA) requires you to meet ONE of the following English language requirements.

A) The applicant has undertaken or completed his/her secondary education in an Australian or New Zealand educational institution, or the equivalent of an Australian secondary education in a country where one of the principal mediums of instruction had been in English OR the applicant is still receiving secondary education in Australia or New Zealand where the language of instruction at the school is English. * *This means that if you completed High School and the medium of instruction was English at least 50% of the time, you will meet this requirement. We will need a letter from your school to confirm this.*
OR

B) The applicant has spent at least three in the past five years of employment in Australia, New Zeal and or a specified country (UK, USA, Republic of Ireland, Canada*), where the documented evidence may include a group certificate, a number of pay slips or a letter from your employer stating the period that you worked in that workplace.
OR

C) The applicant achieves at least the minimum score on one of the following English tests (the test must have been taken within the previous 2 years)

a. **IELTS** (International English Language Testing System) Either General or Academic. Minimum test score of 5.5 with no band less than 5.0.

b. **TOEFL CBT**. Minimum score 197

c. **TOEFL iBT**. Minimum score 71

d. **TOEFL Paper Based test**. Minimum score 527 (Note: the Department of Immigration only allows this test form a very limited number of countries)

e. **TOEIC** (Test of English for International Communication) Minimum scores: (i) Listening: 350 ii) Reading : 300 (iii) Speaking: 160 (iv) Writing: 140

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Moorabbin Airport Training Location

As a specialist in professional flight training, ANAC has earned a worldwide reputation for excellence. ANAC's reputation is enhanced by its Moorabbin Airport location which provides an unparalleled training environment for career pilots. Students are exposed to virtually every facet of professional aviation with year round flying conditions to ensure course completion.

At Australian National Airline College we are committed to providing the most personalised, flexible training available in Australia today. By using the most advanced training tools and techniques available we are able to offer industry leading, state of the art training courses designed to maximise the potential of every student.

Our campus has well equipped air-conditioned classrooms and a flight planning room with Aviation Meteorology accessed by our computers.

Highly trained and committed staff ensure the environment and content of the training courses exceed the expectations of our prospective customer airlines and candidates. Graduates of ANAC typically progress smoothly to command, demonstrating core skills and a knowledge base reflective of the solid foundation of aviation training we provide.

ANAC staff are committed to establishing and continually reinforcing an appropriate aviation culture focused on safety, threat and error management, the principles of Crew Resource Management along with the highest possible operational standards.

ANAC is constantly assessing its infrastructure requirements and investing in improvements. ANAC has its own onsite maintenance facility

The ANAC learning environment is enhanced by the use of modern technology incorporating computer presentation teaching aids in all flight theory classes. ANAC is an authorized CASA Cyber exam institution and has a CASA approved Flight Testing Officer on staff, offering the convenience of "in house" testing facilities for both computerised theory exams and flight examinations.

We use the Piper Warrior for PPL and some CPL training, the Piper Arrow for CPL training and the Piper Seminole for the Multi Engine Endorsement and Instrument rating. Our flight simulator is the Flyit.

Piper Warrior

The Piper PA-28 is a family of light aircraft built by Piper Aircraft and designed for flight training, air taxi, and personal use. The PA-28 family of aircraft are all-metal, unpressurized, single-engine, piston-powered airplanes with low-mounted wings and tricycle landing gear. They have a single door on the copilot side, which is entered by stepping on the wing.

Piper Arrow

The Piper Arrow is the only complex single-engine trainer aircraft built today. With familiar controls and handling characteristics as other Piper trainers, it provides an easy transition for students moving up to a complex aircraft. It also impresses with its 200 hp Lycoming engine that propels it off runways and cruises at speeds up to 137 ktas.

Piper Seminole

The Piper Seminole has clearly established itself to be the best multi-engine trainer available today. With over twenty years of proven service, both students and instructors can appreciate its ability to perform advanced maneuvers and procedures skillfully and safely.

Elite IGATE S623 Flight Simulator

Approved as a Category 'B' Synthetic Trainer
VOR/ILS/ADF GARMIN 430 GPS with RNAV(GNSS) capability.
External visuals used are of runway and landscape with digital elevation modeling of terrain.
Simulated weather conditions are generated as appropriate for the type of training.

Certified

ANAC is Highly Certified & provides internationally recognised training

CASA

ANAC is approved by the Australian Civil Aviation Safety Authority (CASA). We even have our own Approved Testing Officer on staff which is a testament to the confidence CASA has in us.

AQF

Registered Training Organisation approval under the Australian Qualifications Framework (AQF)

CRICOS

CRICOS approval means we are approved to train International Students (Federal Department of Education andTraining)

ICAO

Internationally recognized training - Our courses meet ICAO (International Civil Aviation Organisation) standards meaning your CASA licence will be recognized throughout the world and can be easily converted to a local licence in most countries.

CAAC

Approved by Civil Aviation Authority China

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