

**Swinburne University of Technology
Faculty of Engineering and Industrial Sciences**

FLYING TRAINING FEES FOR UNDERGRADUATE AVIATION PROGRAMS

Introduction

The introduction of the Associate Degree of Technology (Aviation) (*to be renamed Associate Degree of Aviation from 2009*), enabled eligible students in that program to access FEE-HELP for their flying training.

From 2009 onwards, in the Bachelor of Aviation and Bachelor of Aviation / Bachelor of Business programs, eligible students will also be able to access FEE-HELP for their flying training by undertaking the newly accredited Graduate Certificate of Aviation (Piloting) program in parallel to their degree program.

Domestic students enrolled in the Bachelor degree program in a Commonwealth Supported Place and eligible for Commonwealth Assistance will be able to access assistance for both programs: HECS-HELP for the Bachelor Degree and FEE-HELP towards the Graduate Certificate.

What is HECS-HELP?

HECS-HELP is a loan scheme that assists eligible students enrolled as a commonwealth supported student to defer the student contribution amount charged for each unit of study. From 2009, all students admitted to the Bachelor of Aviation and Bachelor of Aviation / Bachelor of Business will be enrolled in a commonwealth supported place. These programs contain academic and flying theory units. Practical flying training units are not contained in these programs and HECS-HELP is not available for practical flying training units.

What is FEE-HELP?

FEE-HELP is a loan scheme that assists eligible students enrolled in a full fee program to defer the tuition fee charged for each unit of study. Both the Associate Degree and the Graduate Certificate are full fee programs which contain units of study that cover flying training, known as *Practicum* units.

What happens when I enrol and how do I incur my HELP debt?

After enrolment Swinburne will report your enrolment as at the Census Date for each teaching period to the DEEWR. At that time you will incur a FEE-HELP debt for each enrolled unit.

Students repay their loan through the tax system once their income is above the minimum threshold for compulsory repayment. You can make voluntary repayments towards your HELP debt at any time. A bonus for voluntary repayments may apply.

How have the fees for the practicum units been determined?

The practicum unit fees have been approved by Swinburne University of Technology Pricing Committee in consultation with the Faculty of Engineering and Industrial Sciences and our flight training organisation, General Flying Services. Each unit fee reflects a set number of dual and solo hours in particular aircraft types, simulator hours, briefings and integration with ground theory, and administration by both General Flying Services and Swinburne University of Technology.

Twice a year Swinburne reports the fees charged for units of study to the Department of Education, Employment and Workplace Relations (DEEWR).

What are the set training hours in each practicum unit?

HES1950 Private Pilot Licence Practicum

45 Dual hours in C-172, 20 solo hours in C-172 and Private Pilot Licence (PPL(A)) test (3 hours Dual in C172), 34 sessions of general aircraft handling and 11 cross-country flight exercises.

HES1955 Commercial Pilot Licence Practicum 1

20 Dual hours in C-172, 7 Dual hours in Frasca Truflite Simulator, 5 Dual hours in 8kcab, 25 Solo hours in C-172, and NVFR test (3 dual hours in C172)

HES2950 Commercial Pilot Licence Practicum 2

15 Dual hours in C-182, 10 Dual hours in Frasca Truflite Simulator, 20 Solo hours in C-172, 5 Solo hours in C-182, Command Instrument Rating test (3 Dual hours in C182), and Commercial Pilot Licence (CPL(A)) test (3 Dual hours in C182)

HES4950 Multi Crew Cooperation Practicum

30 dual hours in Frasca 242 simulator and an additional 28 hours of pre-flight and post flight briefing, and 20 hours of Crew Resource Management training.

HES4955 Multi Engine Gas Turbine Type Rating Practicum

8 Dual hours in Kingair C-90Gti, 6 Dual hours in Frasca 242 Simulator, and Multi Engine Command Instrument Rating test (3 Dual hours in C-90Gti)

HES4958 Flight Instructor Rating Practicum (*Graduate Certificate of Aviation (Piloting) only*)

30 Dual hours in C172, 20 Hours Mutual Training, 12 Hours PMI classroom theory and 1.5 dual hours flight test in C172

What happens if I do not reach the required standard after completing the allocated hours in a Practicum unit?

You may undertake an Additional Practicum Unit. To enrol in an Additional Practicum Unit you must have enrolled an attempted the appropriate practicum unit. Each Additional Practicum Unit has a unit fee.

A student who has not met the required competency standard within the scheduled hours of training for one of the practicum units of study may as described above enrol in the associated optional Additional practicum unit of study. This will assist with your program progression, avoid you having to repeat the original practicum unit again and provide the opportunity for you to undertake the necessary additional supplementary training in a timely manner.

<i>Practicum Units</i>	<i>Additional Practicum Units</i>
HES1950 Private Pilot Licence Practicum	HES1951 Private Pilot Licence Additional Practicum
HES2950 Commercial Pilot Licence Practicum 2	HES2951 Commercial Pilot Licence Additional Practicum
HES4950 Multi Crew Cooperation Practicum	HES4951 Multi Crew Cooperation Additional Practicum
HES4955 Multi Engine Gas Turbine Rating Practicum	HES4956 Multi Engine Gas Turbine Rating Additional Practicum
HES4958 Flight Instructor Rating Practicum	HES4959 Flight Instructor Rating Additional Practicum

What are the set training hours in each additional practicum unit?

HES1951 Private Pilot Licence Additional Practicum

6.5 dual hours in C-172 and flight test (3 dual hours in C-172)

HES2951 Commercial Pilot Licence Additional Practicum

3 dual hours in a C-182 plus CPL(A) flight test (3.5 hours dual in C-182)

HES4951 Multi Crew Cooperation Additional Practicum

4 hours dual in Frasca 242 simulator

HES4956 Multi Engine Gas Turbine Rating Additional Practicum

3 hours dual hours in Kingair C-90Gti and 1 hour Multi Engine Command Instrument Rating Renewal

HES4959 Flight Instructor Rating Additional Practicum

2.0 Hours Dual Retraining, and 1.5 Hours Flight Test

Can I enrol in an Additional Practicum Unit more than once?

Yes, provided you have enrolled and attempted the first practicum unit, you may enrol in additional practicum units more than once.

What if I reach the required standard in fewer hours than allocated in a practicum unit?

The practicum units are designed to meet the required competencies in a number of training hours that are realistic and comply with the requirements of the Civil Aviation Safety Authority. If a student commences either the Associate Degree or Graduate Certificate with previous flying experience, then the possibility exists that the student may not utilise all of the allocated hours before achieving the required competency and standard in one or more of the units. This is likely to be the initial unit HES1950 Private Pilot Licence Practicum.

Students that already have achieved a Private Pilot Licence before entering the program should consider seeking an exemption for HES1950 Private Pilot Licence Practicum upon enrolment into the program.

Each practicum unit has a set unit fee as discussed above and a defined outcome that corresponds to Complete result for that unit. If a student does not utilise all the allocated hours and achieves a Complete result for the unit then the "unused" hours cannot be transferred or a refund given.

What happens if I withdraw from a Practicum unit?

Where students withdraw from practical flight training units (or amend their enrolment in any way which results in discontinuing the practical flight training units) after commencement of semester and prior to the census date, students will be liable for the flight training hours used to date. Under these circumstances, payment for hours used must be paid directly to Swinburne and FEE-HELP will not be available.

Where students withdraw after the census date, full fees will apply (no refund or credit of fees is available).

How do I apply for an exemption in HES1950 Private Pilot Licence Practicum?

If you hold a Private Pilot (Aeroplane) Licence (PPL(A)) you may be able to obtain an exemption for both HES1900 Private Pilot Licence and HES1950 Private Pilot Licence Practicum upon enrolment.

An exemption for HES1955 is also subject to a PPL(A) standards check at General Flying Services. This will include undertaking a flight assessment of approximately 2.5 hours, with the format being similar to that stipulated by CASA for initial issue of a Private Pilot (Aeroplane) Licence (PPL(A)), including the ground component. A fee applies for the standards check, payable to General Flying Services. You will be advised of the outcome shortly after completion. Those not at the required standard will be required to undertake the Practicum unit HES1950.

As a requirement of the Qantas Cadet Pilot Program, Qantas Cadet Pilots are not permitted to seek an exemption in HES1900 Private Pilot Licence.

Enrolling students should also refer to the faculty advice for students seeking credit (exemptions or recognition of prior learning) and the BTech (Aviation) & BTech (Air Transport Management) Aviation Ground Theory Exemption Policy.