



## **Air New Zealand Aviation Institute Pilot Training FAQ**

### **1. What's an FTO Partner?**

“FTO Partners” are the flight training organisations (FTOs) that Air New Zealand has chosen—as a result of a rigorous selection process—to provide airline-informed ab-initio flight training under the Aviation Institute umbrella.

### **2. Who are the FTO Partners?**

Air Hawke's Bay (Hastings)  
International Aviation Academy of New Zealand (Christchurch)  
Massey University School of Aviation (Palmerston North)  
Nelson Aviation College (Motueka)  
Southern Wings (Invercargill)

### **3. What is the flight training course called?**

All student pilots at FTO Partners will enrol on either the New Zealand Diploma in Aviation or the Bachelor of Aviation (Massey University only).

The New Zealand Diploma in Aviation is currently in the late stages of development, and will be operational in 2012. Transition arrangements will be in place to transfer all students currently enrolled on any other diploma in aviation over to the New Zealand Diploma.

### **4. If I complete the New Zealand Diploma in Aviation, can I cross-credit towards a degree?**

Yes. You will be able to cross-credit toward the Bachelor of Aviation Management (BAvMan) degree offered by Massey University. Details of cross-crediting arrangements will be made available when the Diploma development process is complete.

### **5. What does the course include?**

The New Zealand Diploma in Aviation will have four streams: General Aviation, Instructor, Agricultural and Airline. All students will complete a PPL and CPL—after that, the completion requirements depend on the stream chosen. Those pilots enrolled with the Aviation Institute will be completing the Airline stream.

For the Airline stream, students will complete a PPL, CPL and MEIR; then they will undergo a secondary selection process for entry into the Airline Integration Course (AIC).

Aspiring pilots need to be aware that a professional pilot is constantly undergoing training throughout their career, such as recurrent simulator training and assessments every six months; technical refresher training; human factors training; safety and emergency procedures training; and training for new procedures and technology. The training never really stops!



## **6. What's the Airline Integration Course (AIC)?**

The AIC is a new course (currently under development) that will equip low-hour pilots with the skills they need to work in a multi-crew airline environment. There will be up to 10 AIC courses available each year, with eight students per course.

Selection into the AIC will be provisional: a student must pass all ATPL subjects to the required standard to commence the AIC course. The selection process will be carried out after CPL/MEIR completion so that students who are not selected can apply at this point to complete the New Zealand Diploma in another stream.

## **7. What's the First Officer Programme?**

The First Officer Programme is designed for sponsored foreign airline cadets, and will include the Airline Integration Course and a jet or turboprop type rating.

## **8. Can I buy a jet type rating?**

Self-funding a jet type rating will not make a low-hour pilot eligible for employment as a jet pilot with Air New Zealand.

Other jet airlines do require candidates to complete a type rating at their own cost. Air New Zealand is able to provide type ratings to suitable self-funding individuals. For more details on the fleets available, please [click here](#).

Normal entry requirements are 1000 hours total time with 400 hours multi engine in a multi crew environment. Those with less experience will need to undertake an Airline Integration Course prior to their type rating.

If you wish to self-fund a jet type rating in the hope of gaining employment with another jet operator, contact that operator to check their pilot-entry requirements before commencing the type training.

Pilots employed by Air New Zealand are type-rated post employment at the airline's expense. They are then bonded for a period of time and sum of money. If they resign within the period of their bond they must repay the bond (or a portion of it).

## **9. What are options for FTO Partner students in training now—before the standard selection process begins?**

The official start date for the Aviation Institute Course has yet to be finalised, but will be in early 2012.

Students who have graduated from an FTO Partner prior to 2012 are not part of the Aviation Institute course, as they have not been through the standardised selection process. However, they will be eligible to apply for the AIC if they are endorsed by their FTO. Selection into the AIC will be



provisional: a student must pass all ATPL subjects to the required standard to commence the AIC course.

Graduates of FTO Partners who successfully complete the AIC selection process will be given preference for AIC places ahead of other successful candidates who have not graduated from an FTO Partner.

Alternatively, students currently enrolled at an FTO Partner can choose to gain flight experience in the general aviation environment and then apply for the AIC or apply directly to an Air New Zealand Link or other airline when they have met traditional entry criteria.

#### **10. What are the options for students currently training at non-FTO Partners?**

If you are currently training at a non-FTO Partner, once you have completed your CPL, MEIR and ATPL theory you can apply for the AIC. To be accepted on to the AIC you will need to successfully complete the selection process (to be developed).

It is important for you to know that the AIC will be a limited-numbers course (approximately 80 students per year), and preference will be given to graduates of FTO Partners. There is no guarantee you will be able to do the AIC if you have not graduated from an FTO Partner.

Alternatively, students currently training at a non-FTO Partner can choose to gain flight experience in the general aviation environment and then apply for the AIC or apply directly to an Air New Zealand Link or other airline when they have met traditional entry criteria.

#### **11. What will be the recruitment process at the end of training? How will they be tagged for future follow-up?**

It is important that student pilots on the Aviation Institute course understand that there is no guarantee of a job at the completion of training.

Part 121, the law governing the operation of large aircraft (Dash-8 size and above), requires that any pilot must have at least 500 hours' total flight time. This means that immediate graduates are legally unable to fly as pilots for Air Nelson, Mt Cook or Air New Zealand. The only fleet within the Air New Zealand Group that can legally hire pilots with less than 500 hours' experience is Eagle Airways, which operates Beech 1900D aircraft governed by Part 125.

However, Part 121 has been under review for a number of years, and the draft of the new rule stipulates that any pilot must have 500 hours' *multi-engine flight time* **or** (and that is the most important word) complete a course of training acceptable to the director (this means the type-rating training delivered by the airline).

If this draft becomes law it effectively nullifies the requirement for 500 hours' multi-engine time, as any pilot hired by an Air New Zealand Link airline must successfully complete the type rating training (and line training) to be confirmed in their position. This would mean that low-hour pilot entry into any of the Air New Zealand Link airlines is legally possible.



All graduates of the Aviation Institute flight training programme will enter the Air New Zealand pilot database “pool” alongside experienced pilots. An online tool will enable all pilots in that pool to update their personal details at any time.

When an Air New Zealand Group airline needs to hire pilots, recruiters will refer to this database pool and select interviewees from eligible candidates within that pool. “Eligibility” includes having at least the minimum number of total flight hours required by each airline (generally not less than 1000 hours). Low-hour pilots who have not completed the Aviation Institute programme will not, therefore, be eligible for an interview. Graduates of the complete Aviation Institute programme, however, will be deemed eligible for interview from the date of their graduation.

It is important to understand that this eligibility does not guarantee an interview. Interviews with low hours are particularly unlikely in times of low demand for pilots when airlines have a large number of experienced pilots to choose from.

To be offered a first officer position with a Link airline, interviewees must successfully complete the Recruit to the Group selection process. This process is the same for all pilots, regardless of experience.