Wanaka
HELICOPTERS

DIPLOMA IN AVIATION

2027 Course Information & Application

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2027 DIPLOMA IN AVIATION

Wanaka Helicopters provides unparalleled helicopter flight training in the Southern Alps. We are committed to developing highly skilled, safety-focused pilots who are ready for a successful career in the aviation industry. Our comprehensive ground and flight training is designed to equip you with the knowledge, confidence and real-world experience needed to follow a rewarding career pathway in rotary aviation.

Thank you for your interest in the Diploma in Aviation (NZ3688, Level 5). We know that it takes a lot of patience, hard work, and saving to take this step towards becoming a professional pilot and we appreciate that you are considering training with us.

Each year, the Ministry allocates a specific number of seats for the Diploma. We will learn our 2027 allocation in mid-October 2026 allowing us to send out offers of placement in late October or early November. Candidates receiving offers have a fortnight to accept or decline the offer. We hope to have all notifications complete by the end of November so that trainees have time to make relocation arrangements. We expect again to have more candidates than available seats, so get in early with your completed application! We hope to be able to offer you a placement, but if we cannot, we would like to help you pursue your flying career in whatever way we can.

Course Costs

Individual course costs are fixed each year, but annual increases are limited to 6% or less. We understand that investing in helicopter flight training is a significant commitment. The costs involved reflect the specialised equipment, expertise and resources required to deliver safe, professional training to industry standards. While there are no shortcuts when it comes to quality aviation training, our focus is on providing the skills, experience and support you need to build a successful helicopter career. For domestic (NZ/AUS) heli students, 2027 tuition is $132,500. International tuition is $158,000. Any shortfall from StudyLink student loans and scholarships need to be deposited in advance as your 'personal contribution' to study. A second-year student loan depends upon satisfactory academic and flight progress in year one. All funds are deposited into a Public Fee-Protect Trust account for your protection. We have included a list of the course items included in our programme cost.

Wanaka Helicopters takes a transparent, start-to-finish approach to aviation training costs. We aim to remove worries of most of the 'incidental' costs during training. Aviation is a team effort and to help build the industry's next generation of pilots we are pleased to help trainees through our own scholarship programme! In 2027 Wanaka Helicopters is able to offer one $10,000 helicopter scholarship to selected New Zealand Māori or Pasifika heritage candidates. As well as one $5,000 helicopter scholarship to female candidates. We also encourage Upper Clutha residents to apply for the Allen Hogan Scholarship ($4,000 helicopter) as well as the Pauwel Scholarship, Think Aviation and the James PG Foundation Scholarship for NZ citizens. Each candidate should actively explore their local or personal communities for other assistance opportunities.

Course List

A course catalogue is included. The Diploma consists of core aviation theory courses, professional coursework such as safety management systems and ops courses, flight courses, and several compliance-based courses to help prepare you for the workplace. These courses include CAA requirements for private and commercial pilot licences, but go above and beyond them. Courses have classroom discussions, required reading, presentations, assignments, and flying exercises designed to help you succeed in your exams and post-diploma career. Ground courses are done as a group on a specific schedule, but flying advances are dependant on individual progress. We expect students to achieve CPL competency within about 152 total flight hours. Progress is reviewed regularly to identify, as early as possible, if competency will require more flight time. This is rare, but additional flying, if required, is at the student's cost.

NZQA
NEW ZEALAND QUALIFICATIONS AUTHORITY
MANA TOHU MĀTAURANGA O AOTEAROA

These programmes are approved by the New Zealand Qualifications Authority under section 439 of the Education and Training Act 2020. Kua whakamanatia tēnei akoranga e te Mana Tohu Mātauranga o Aotearoa i raro i te Ture Mātauranga me te Whakangungu 2020.

CHECKLIST FOR YOUR APPLICATION

Keen to kick off your training? What study skills do you have that contribute to success in the classroom and flight support (operations) roles? You are welcome to submit parts via email, you don't have to wait until everything is complete to submit. If you have any questions, please call or email our team at training@wanakahelicopters.co.nz

- ☐ Trial Flight / Interview – If we haven't met you in person, arrange a flight/interview before October. International applicants should contact us early to discuss alternative options.
- ☐ Application details – Complete a brief online enrolment form we'll send after learning about your interest
- ☐ CV – Email a PDF-format of your current CV to us. Include your education and employment history, skills and interests, awards, community work and any memberships you hold.
- ☐ Brief Essay Written Responses – Email a 100-200 word response to each of the following:
  What personal and work attributes do you think will make you a good professional pilot?
  What evidence of your workplace and/or education history supports your likely success in classroom and operations (office and hangar) environments?
- ☐ Reference – Nominate a person (include name, phone, and email) who is suitable, willing, and able to fill out a 8-15 minute online reference for you (we will send them the link). It should be someone not related to you, preferably someone you've worked for, but possibly an educator who knows you and your work ethic well. If you wish to apply for the New Zealand Māori Heritage Scholarship you must also have your whakapapa confirmed by a Kaumatua, please send their name and email or phone number.
- ☐ Training Handbook – Read the training handbook! It is your study contract with us. Ask any questions you have since you will be required to sign a training agreement during orientation.
- ☐ Fit and Proper Person (FPP) – Resolved, minor traffic violations before training do not typically affect your PPL and CPL licensing. However, offenses after the start of training may. You should identify if you have any criminal convictions or traffic offence patterns which may affect your FPP status before training. See https://aviation.govt.nz/assets/licensing-and-certification/fit-and-proper-person-assessment-handbook.pdf
- ☐ Funding – A Fee-Protect Trust will be established to fund study. To enrol, you will need to deposit your personal contribution to it before 15 December. Apply with StudyLink early to determine funding. All funding arrangements should be complete by 15 December to ensure a seat on the mid-January start.
- ☐ Class 1 Medical Certificate (see https://www.caa.govt.nz/medical/medical-home), we can help with Wānaka bookings.
- ☐ Aspeq Radiotelephony Exam (Passing Mark >70%) – We encourage you to prepare with the Waypoints 'Flight Radio' text. Exams are booked through https://caanz.aspeqexams.com, book early to find a suitable date. We have online resources to help. Just ask for the login.

At Wanaka Helicopters, we pride ourselves on developing highly skilled, safety-focused helicopter pilots who are prepared for successful careers in the aviation industry. Our comprehensive training programmes, experienced instructors, hands-on operational approach, and focus on post-diploma career pathways are designed to give our graduates the knowledge, confidence and practical skills needed to stand out in the industry.

Combined with our world-class Southern Alps training environment, we believe Wanaka Helicopters offers an exceptional place to begin your helicopter aviation journey. Thank you for considering us as your training provider - we look forward to helping you take the next step towards your aviation career.

FREQUENTLY ASKED QUESTIONS

Q: Will I get my Private and Commercial licence? Can I fly my friends during the Diploma?

A: Both licences are included as part of the Diploma, but every licence requires experience (a minimum of 50 flight hours for PPL and 150 flight hours for CPL) and the pilot must demonstrate flying to standard. Rarely, students require more flight time to meet standards, but we discuss your progress continuously throughout training so that you can make a good decision. This is mostly a concern for students with some prior flight experience in other environments. In general, all of your diploma flights are with you and one of our instructors or flown solo.

Q: What is the time commitment of the Diploma? Can I also work during terms?

A: Most domestic students apply as full-time students with StudyLink student loans and are therefore limited to 20 hrs/wk of paid employment (40 during breaks). Diploma courses and flights are typically scheduled (see following pages) Mon-Fri between 8am and 5pm. Classroom sessions vary between courses, but typically occupy 2-4 days per week with the other days open for flights, operations experience, and self-study. During the first 6 months, students have a lot of reading (typically 2-4 hours per night) to do outside of class. Since study takes 35-45 hours per week of effort, holding an evening or weekend part-time job is possible, but avoid during the first 6 months if you can. Our Diploma for 2027 allows you the opportunity to experience hands-on, instructor-led aviation training in small groups, complemented by flexible online or blended coursework where appropriate to reduce costs and fit around your schedule.

Q: When do I get to fly?

A: Unlike many flight schools, Wanaka Helicopters strongly believes in integrating practical cockpit and class lessons. Trainees typically fly 50-70 hours spread out over their first year and based on individual progress while they are completing PPL, CPL, and operations courses and exams. It is not advantageous to 'rush' through flight training early on. Most students will gain their PPL at or near the end of year one and then complete the rest of their flying sometime between September and December of year two. Ground courses are usually completed by August of year two.

Q: What do I get to fly?

Helicopter: Students will train in a two-seat trainer during their first year. This may be a Robinson R22 Beta II or Guimbal Cabri G2. After completing their PPL they will then cross-type to the other two-seat trainer and then complete a type rating in the most common commercial helicopter in the world, the four-seat Robinson R44 Raven II. This provides valuable training for employability and also allows students to choose the most appropriate helicopter for a given flight objective. Eight R44 hours and 142 two-seat trainer hours are built into the costing, but students may choose other types to train in after their PPL at additional cost (most commonly requested are additional R44 time, AS350 rating, or MD500 rating).

Robinson R22 Beta II

Guimbal Cabri G2

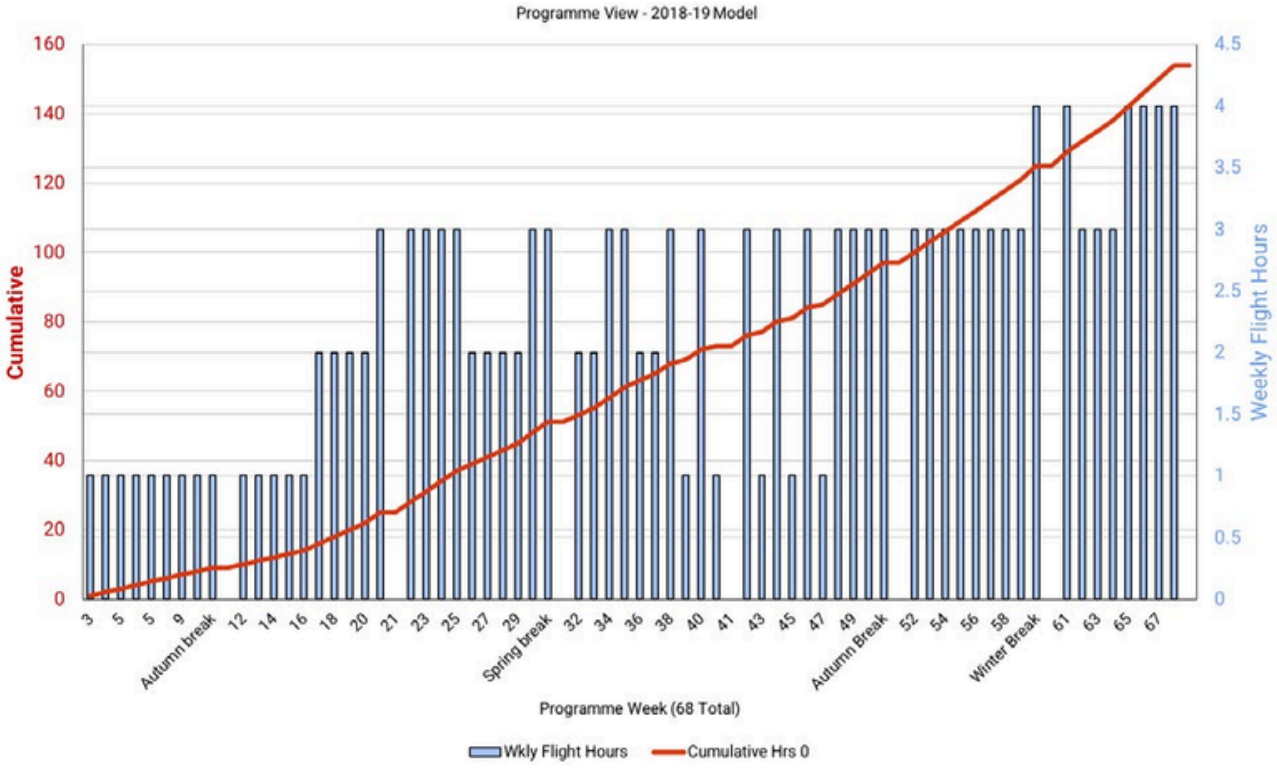
Robinson R44 Raven II

FREQUENTLY ASKED QUESTIONS

Q: Is accommodation available?
A: Wanaka Helicopters is unable to provide long-term housing, but recommends that all students arrange only short-term accommodation (1-3 weeks) before the start of classes. In all past years, during this time, students have either found local accommodation (often a room in a shared house) or grouped together to share a house. This is often the most economical solution and also one we recommend as students find it very helpful to live, carpool, and study together.

Q: I've flown a plane, a helicopter, taken an exam, or started study elsewhere. Does that count?
A: Every application will go through a Recognition of Prior Learning (RPL) process prior to receiving their offer letter. While credits on your record of achievement can be assessed electronically, students with flight hours will need to undertake an assessment flight with one of our instructors to determine the amount of flight experience credited, but EVERY hour you fly anything is valuable to your overall training experience.

Q: How much flying do I do each week? (All flights conditional upon weather conditions.)
A: During the first several weeks you will typically only fly 0.5 – 1 hour per week. This ramps up at key stages such as solo and again during flight test (PPL or CPL) prep.



Q: Can I work towards the Diploma part-time or even just take one or two of the classes?
A: Yes, but most ground classes are taught only once per year, so close communication is required for part-time study. Your ability to qualify for student loan funding is affected by your enrolment.

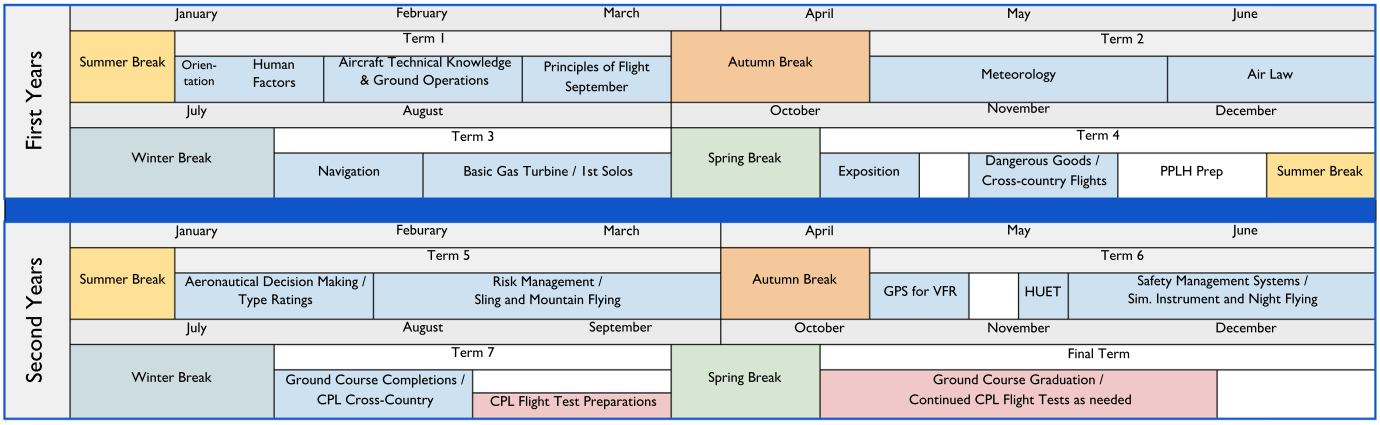
Q: Do you have a simulator?
A: Yes, we have helicopter (VR) to help you prepare for cross-country flights, instrument skills and many more situations.

Q: FAQ: Can I complete additional helicopter type ratings such as MD500 or AS350?
A: Yes. Additional type ratings, including the MD500 and AS350, are available to graduates of the Diploma in Aviation with Wanaka Helicopters. These can be completed at the appropriate stage of your training and are available at an additional cost.

FREQUENTLY ASKED QUESTIONS

Q: Are there holidays during the year?

A: Yes, schedules vary due to calendar, weather, and operational conditions, but a generalised diploma programme is shown below. Ground courses vary in length from 1 to 5 weeks (2-4 days per week, more in year one, fewer in year two) with flights, briefs, and ground operations occurring on 1-3 days per week (fewer in year one, more in year two). Students are expected to be available and on-site between 08:00 and 17:00 Mon-Fri, though most courses are scheduled 08:30-15:00. Flights are available upon request during weekends or holidays if a weekday flight is cancelled due to conditions.



General Programme Timing - Actual course dates and order may change according to operational needs.

HELICOPTER COURSE STRUCTURE

FLIGHT THEORY

OPERATIONS

FLIGHT

COURSE	CREDITS	COURSE NAME	UNIT STANDARD	FLIGHT HOURS	YEAR
Pre-req	5	Flight Radiotelephony credit reporting	23424		Pre-req
HT015	15	CPL Principles of Flight (includes PPL exam)	26186		Year 1
HT025	15	CPL Navigation and Performance (includes PPL exam)	26204		Year 1
HT035	8	CPL Air Law (includes PPL exam)	26203		Year 1
HT045	15	CPL Meteorology (includes PPL exam)	26206		Year 1
HT055	8	CPL Human Factors (includes PPL exam)	26205		Year 1
HT064	4	Air Transport of Dangerous Goods	21837		Year 2
HT075	8	Basic Turbine Knowledge	26181		Year 1
HT085	15	CPL General Technical Knowledge (includes PPL exam)	26187		Year 1
HE010	3	Aircraft Types and Aerodrome Marks	19586		Year 1
HE035	5	Aeronautical Decision Making	23551		Year 1
HE020	8	Ground Operations	2907, 20634		Year 1
HE063	3	GPS for VFR	26197		Year 2
HE055	15	Safety Management Systems	27029		Year 2
HE075	5	Risk Management Basics	23552		Year 2
HE080	3	Helicopter Underwater Escape Training (HUET)	28310		Year 2
HE155	8	Exposition and Light Operational Requirements (Inc. RSAT)	26177		Year 1
HE015	5	Dangerous Goods for Road Transport*	16718		Year 1
HF135	8	Advanced Long-line sling loads	27680	(>1)	Year 2
HE010	4	Mountain Survival First Aid*	6400, 6401, 6402		Year 2
HF005	4	First Solo	23433	20	Year 1
HF010	3	PPL Cross Country	23435	10	Year 1
HF025	8	Mountain Flying	26190	10	Year 2
HF035	5	Winter Flying	26184	4	Year 1
HF045	10	CPL Cross Country/Navigation	26191	20	Year 2
HF055	15	PPL Flying Skills and Prime Rating	23430, 26188	28	Year 1
HF065	5	Simulated Instruments and Night VFR	27185	12	Year 2
HF075	25	CPL Flight Test Prep	27184	15	Year 2
HF085	10	CPL Flying Skills (including R44 hours)	26185	14	Year 2
HF115	4	Fire Bucket Operations	27678	4	Year 2
HF125	6	Frost Protection Operations	27679	2	Year 2
HF130	6	Basic Sling	26200	2	Year 2
HF145	3	Trolley Take-Off and Landings	27681	9	Year 2

* Training delivered, assessed, and reported by external , approved providers at nominal charge to enrolled learners.

WHAT'S INCLUDED (HELI)...

TIME	COURSE ITEM	INCL	REQ	RECC	OPT
Pre Study	Radio Textbook and Exam (Entry Requirement)		●		
Pre Study	CAA Medical Certification		●		
Pre Study	Application Fee Medical Examination Class 1 (Report to your med exam as you would for flight duty, with no alcohol/drug impairment AND zero blood alcohol level.)		●		
Pre Study	Trial Flight (30-60 min flight plus brief and debrief)		●		
Pre Study	Programme Interview (Travel or Teleconference as arranged)		●		
During Study	TEXTS – PPL/CPL Nav, Law, Met, PoF, AirTech, Human Factors	●			
During Study	CAA Logbook (CAA 1373)	●			
During Study	Online Training System (Moodle)	●			
During Study	2 yrs of Navigation Charts (C7/8, C9/10, C11/12, C13/14 1:250K scale)	●			
During Study	Jeppesen Flight Computer and Nav Plotter	●			
During Study	NZRunways Subscription (2nd year, after manual work meets standard)			●	
During Study	150 flight hours + initial flight tests	●			
During Study	Light Aircraft Type Ratings (Cabri G2 or R22)	●			
During Study	R44 Type Rating (3 hrs type +5 hrs for sling, X-country, etc.)	●			
During Study	Theory Exam Fees (PPL/CPL for ea. Nav, Law, Met, PoF, Human Factors, BTK, AirTech)	●			
During Study	English Proficiency Exam (English as a first Language)	●			
During Study	English Proficiency Exam (if English as 2nd language with a score of <6)		●		
During Study	Personal Headset (All aircraft have ANR headsets available for training)				●
During Study	Training School Uniform (Cap, Jacket, Jersey, Polo (x2))	●			
During Study	Training School Uniform T-shirts	●			
During Study	PPL / CPL Licensing, issue, and examiner fees	●			
During Study	PPL / CPL Flight Tests	●			
During Study	Wānaka Aerodrome Landing Fees	●			
During Study	Cross-Country Away Landing Fees (Pilot In Command Responsibility)		●		
During Study	DG Transport endorsement (Driver's Licence Endorsement)	●			
During Study	Passenger Service Endorsement (Driver's Licence Endorsement)				●
During Study	Robinson Safety Awareness Training (Initial and recurring)	●			
During Study	Drug Testing Participation (Initial and random recurring)	●			
During Study	Required Course-related B&W/Colour Printing and Copying	●			
During Study	Fieldtrip Accommodation (Canterbury/West Coast sessions only)	●			
During Study	Smartphone			●	
During Study	Laptop (w/ keyboard, WiFi, Chrome Browser)		●		
During Study	WiFi On-site Access (access at accommodation is helpful)	●			
During Study	Wide-field Sunglasses, not polarised (prescription, if glasses required)		●		
During Study	Head Torch (with variable level and red filter for night flight)		●		
During Study	NZHA Membership	●			

COURSE CATALOGUE

Diploma candidates are enrolled in all programme courses. Private trainees or current pilots seeking additional training may enrol on a space-available basis.

FLIGHT THEORY COURSES

HT035: Air Law
You must know the road code for the skies! People credited with this unit standard are able to demonstrate knowledge in accordance with CAA rules, safe and accurate planning of operations under visual navigation procedures. Any person can learn to fly, but only professional pilots will continue to fly. If we abide by the established laws we ensure that our safety is more important than any personal or organisational goal. Just like your parents explained on countless occasions, 'rules are established to protect not to restrict.'

HT025: Navigation
Safe and accurate navigation is a fundamental skill for any professional aviator. Light aircraft pilots will often be piloting with reference to ground features; good navigation and flight planning will play a huge role in the safety, efficiency, and ultimate success of your flights. The purpose of this course is to develop a thorough knowledge of the tools and procedures for manual chart-based navigation and flight planning which includes preparing contingency plans, no GPS allowed yet.

HT045: Meteorology
Every pilot must have or develop a keen interest in the principles of meteorology. It is an essential skill to be able to locate and read the appropriate observations and forecasts, understand their limitations, and accurately anticipate the airflows over your terrain within the regional atmospheric situation. This course covers theoretical and practical aspects of flight operations in regional and global contexts appropriate for the CPL.

HT055: Basic Human Factors
Aircraft are well-designed machines which get better every year. Basic human physiology (how the body works) and psychology (how the brain works) doesn't improve without dedicated, continuous effort by each pilot. This course introduces some of the essential human limitations and offers strategies to help you improve flight safety and performance. Many of the concepts will be revisited in later courses like Aeronautical Decision Making.

HT015: Principles of Flight

Growing up we all could see how an automobile is controlled, how road conditions affect performance, etc. We developed an intuitive understanding of how driving works. Most of us do not, on our own, develop a fundamental understanding of flight! This course develops that understanding, discussing the essential 'why does that happen?' questions about safe and unsafe flights. During this course we will go over texts, syllabi, and exercises, but most importantly, we will discuss basic aerodynamics and how all of the aircraft systems work together using our aircraft as examples.

HT085: General Technical Knowledge

The purpose of this course is twofold. First, to familiarise pilots with enough knowledge about aircraft mechanical, electrical, fuel, oil, and instrumentation systems that they can conduct thorough pre-flight inspections, recognise problems before they become critical to flight safety, diagnose common faults to a level enabling useful communication with licensed engineers, and develop a deeper understanding of flight and performance. Secondly, develop mastery of one of the most crucial and often-challenging aspects of safe and professional rotary flight, loading procedures and calculations. Combining the PPL and CPL subjects, Airtech is the largest syllabus covering the fundamentals of piston engines common to rotary trainers, instruments, rotor and propeller systems, support systems, and weight and balance.

HT074: Basic Turbine Knowledge

Most of basic pilot training occurs in piston engine helicopters for practical and economic reasons, but much of a professional pilot's working life is spent in turbine-powered aircraft. BTK teaches the basic operating principles of gas turbines, instrumention, and faults leading to a turbine rating which then allows a student to undertake optional turbine-aircraft type rating if they wish. Once passed students may elect (at additional costs) to undertake their first turbine rating.

HT064: Acceptance for Air Carriage of Dangerous Goods

People credited with this unit standard are able to demonstrate knowledge of the regulations and their own responsibilities relating to the acceptance and carriage of dangerous goods by air, the hazards they pose in the aviation environment, marking and labelling of dangerous goods for carriage by air, and emergency response procedures in relation to items carried in passenger spaces. This is to provide professional pilot knowledge required for safety briefings and sound operational decision making when loading and carrying passengers in aircraft. This course is subject to renewal every 24 months and subject to workplace-specific policies and procedures as CAA requirements have recently changed.

OPERATIONS COURSES

HE010: Aircraft Types and Aerodrome Marks
Aerodromes can be a hive of three-dimensional activity with a huge variety of structures, signs, and coloured lights or lines that can be bewildering to new pilots. This short course helps trainees with little or no flight experience to decode aerodrome operations and communicate more effectively with other pilots and support staff in the air and on the ground.

HE020: Ground Operations
Whether working on the apron at a modern international aerodrome or refuelling your helicopter in a high-country paddock every pilot must understand basic aircraft support and maintenance procedures. Comprised of induction activities and daily operational experience, this course covers the procedures and everyday reality of moving, fuelling, cleaning, and other light-maintenance tasks aircraft require.

HE035: Aeronautical Decision Making
Everyone involved in aviation routinely makes decisions with profound consequences. This course helps build awareness of the generalised process of decision making, develop personal knowledge about how each pilot makes decisions as well as appreciate the challenges for others while identifying barriers and instituting good professional practices in practical situations. Topics covered include information processing leading to effective decision making, barriers common in aviation. Students will be expected to apply the decision making process to an aviation scenario in an accident analysis report.

HE063: GPS for VFR
Navigation is a fundamental part of any flight. Whether the flight remains within your local area of operation or proceeds further afield, some form of navigation will always be required. GNSS provides us with a modern day system which, if used correctly, can reduce pilot workload and drastically improve en-route planning, accuracy and efficiency. It can also be used as a tool to provide a wider perspective on one's surroundings and thus aid situational awareness. A GPS can, however, be a distraction in flight and a mystery to some in practical backcountry situations. This course gives students an understanding of how GPS works, its limitations and real-world uses as a preferred tool in flight navigation.

HE075: Risk Management (RM) Basics
In addition to the general aviation environment, helicopter pilots often work closely with ground personnel in lifting and evacuation operations. The risk basics course uses principles in aviation workplaces as examples to lay a solid understanding of risk analysis common to all businesses and sets up graduates well for participating in formal flight-support roles.

HE055: Safety Management Systems (SMS) For Managers
Every Air Operator must have an effective SMS integrated with daily operations. Even small operators may have multiple SMS roles in education, monitoring, analysis, reporting, and auditing. While RM Basics covers underlying principles and terms, SMS covers the fundamental elements of NZ CAA's requirements for SMS so that students can 'hit-the-ground-running' ready to learn any employer's unique SMS and work toward entry-level SMS support roles.

HE080: Helicopter Underwater Escape Training (HUET)
Graduates of HUET courses have a 60% improved survival rating in water ditching incidents. This short course uses classroom, online, and in-pool sessions to practice bracing, egress, and sea-survival skills. Whether filling a fire bucket in an alpine lake or carrying crew to offshore installations, HUET is becoming mandatory for many operators. More importantly, by drilling disorientation and egress, you're more likely to take the right actions in the critical seconds during a water-ditching.

HE155: Exposition and Commercial Operation Requirements
Working for an Air Operator requires more than a CPL. It requires an understanding of their documentation and procedures. New pilots also typically undergo a formal induction process including a Flight Crew Competency Check (FCCC, annually renewed) and Biennial Flight Review (BFR, renewed every two years). These procedures can differ between operators substantially and may be more restrictive than CAA rules. This course also includes Robinson Safety Awareness Training for helicopter students since it is an important part of our practical working environment.

FLIGHT COURSES

HF005: First Solo

After you can consistently demonstrate safe take-offs, landings, circuit flights, taxiing, and emergency procedures (straight autorotations and forced landings) to one of our Category A or B instructors, you're sent into the sky on your own as they monitor your progress by radio. First solo is one of the most important milestones in flight-training, one you'll never forget, and the gateway to more advanced training. Every flight achievement requires a minimum amount of experience (typically 20 hours for first solo), but also pilot performance to specific flight standard so timing does vary for individuals.

HF010: PPL Cross Country

Once you have the basics of flying this course puts together your navigation, flight planning and performance, radio, and meteorology skills into use as you fly 25 nm or more away from base to land at another aerodrome and return. Several flights are conducted with an instructor on board presenting challenges such as simulated weather diversions to help you learn how to make good decisions before you undertake solo cross-country flights where instructors follow your progress via radio.

HF015: PPL Flying Skills

There's more to flying than up, straight, and down safely! During these flight hours trainees exercise their practical skills like map reading, confined-area landings, slope operations, mountain flying, managing high all-up weight, and crucial emergency procedures like limited power take-offs and landings, 180 degree autorotations or stall recovery, and tail-rotor or engine emergencies and finishing up mountain and cross-country PPL flight test exercises.

HF055: Flight Test Prep and Prime Rating

After learning flight basics, it's time to spend a concentrated period of flying almost daily, going through each of the CAA's flight exercises in mock tests, and tidying up each skill as you gain experience for the PPL Flight Test with one of our examiners. Unexpected costs and fees are frustrating so Wanaka Helicopter's pricing includes application, testing, and licensing fees for a predictable, high quality training experience. Trainees following our concentrated flight programme will likely be ready for testing around 50-65 flight hours, but if you're older or need to spread out your study, you may need a few more hours to be confident of gaining your Private Pilot Licence on the first try. With your PPL you will be able to share the costs of private flights with friends and family in your own or aeroclub aircraft.

HF045: CPL Cross-country Navigation

PPL holders expand their operational areas conducting flights, dual and solo, between Wa-naka and the Central Lakes, Te Anau, Mackenzie Basin, Invercargill, or Dunedin. CPL Cross-country is not only a time to hone your flying and decision-making skills, but also a time to appreciate some of the most beautiful country in the world under the supervision of an instructor.

HF130: Basic Sling

One of the reasons NZ helicopter pilots are globally sought after are the additional mountain and sling experiences required by the NZ CAA. Sling training is often described as 'learning to hover all over again' or balance on a ball on top of a swing! Besides your flight skills, sling training tests your performance and load planning, gear inspection, emergency procedures at low altitudes, and rigging techniques. During this course we'll discuss theoretical, practical, and legal aspects before relocating a variety of loads with short stropes, lines, and nets. In our environment longer lines, typically 50' and 100', are often required so students achiev- ing basic sling skills within the allotted flight time can advance to longline operations (HF135) and demonstrate preparedness for a simulated lifting operation according to industry norms.

HF025: CPL Mountain Flying

One of the reasons the NZ CPL licence is so highly valued around the world is the extra experience we require from all pilots to safely fly in mountainous terrain. Mountains present special meteorological, human factor, and navigational challenges that change throughout the year and which help you become a better pilot over flat land as well. Encompassing our biggest and best-equipped classroom, the Southern Alps two flight minutes in any direction, provides exceptional low-flying and mountain awareness training opportunities in summer and winter.

HF075/HF085: CPL Flight Skills and Test Preparation (Adv. Dual Instruction)
After you've learned how to fly the aircraft safely it's time to learn how to plan and fly it well while reliably making good flight decisions and establishing a basis for your professional flying career. This coursework is a critical consolidation period where every student closely works with instructors on indvididual challenges to meeting the flight test standard guidance.

HF035: Winter Flying
It's winter all year round on a glacier! Snow and ice conditions, on the ground and in the air, bring different hazards into play for both the pilot and his or her aircraft. This course is a brief introduction to the practical aspects of correctly preparing for, operating in, and securing yourself, passengers, and aircraft in winter flying conditions. Course topics include CAA regulatory requirements, survival topics and best practices with regard to normal and abnormal situations during winter operations that aren't as common as most other daytime VFR Part 91 ops.

HF125: Frost Protection Operations
Once students have some experience flying at night and under simulated 'instruments' conditions, this course introduces practical aspects of agricultural frost protection operations. Central Otago is used as our model flying for vineyards and orchards. Topics include regulatory requirements in addition to best practices with regards to the commercial aspects, communication and pre- flight consultation with the farmer, site reconnaisance for hazards, ground communications, and equipment requirements and control for successful operations in low-light, low-level scenarios.

HF065: Night VFR (and Simulated Instrument Flight for Helicopter Trainees)
How do you avoid clouds you can't see? How do you manage the complex visual illusions of space, distance, altitude and orientation in the dark? Most GA pilots take the advice of the birds and avoid flying at night for good reasons, but anticipating risks and practising night flying skills can be life-saving during early-morning flights, flights that go longer than planned, or sudden darkness in deep valleys. During this course, trainees fly in Wānaka and in Canterbury to gain first-hand experience at night flying with dense city lighting and dark rural areas, navigating to new aerodromes and unprepared sites, and working in controlled and uncontrolled airspace.

HF115: Fire Bucket
This flight course is a brief introduction to the practical aspects of correctly inspecting, rigging, filling, transporting, dumping, and de-rigging a firebucket. Course topics include CAA regulatory requirements for such operations in addition to best practices with regards to normal and abnormal situations likely to arise in bucket operations that aren't as common in other external load (Part 133) ops. Trainees will continue basic sling skills gained in their primary two-seat trainer, but may opt for R44 training if they are thinking of a career in agricultural sluicing and spreading using buckets. Whenever possible Wanaka Helicopters coordinates with FENZ to provide valuable safety compliance training for fireground ops.

HF145: Trolley/platform Take-offs and Landings
Trolley introduces trainees to assessing fitness of and landing on trolleys and platforms instead of comfortably large helipads. Topics include awareness of loading, positioning, relocating, consequences of wind direction, sight limitations, trolley construction, and surrounding buildings people, and objects. It is important to remember that this is an introduction, each Air Operator is responsible for pilot training for their operational situations – for example tuna boats, temporary bush pads, or tower platforms, etc. This course also aims to challenge Diploma students to demonstrate their professional planning, reporting, and indepedent software and presentation skills.

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