



*Always wanted
to fly?*



NOW YOU CAN!

Join us today
RAFSA

Contact us:

OFFICE 079 026 2588

GAVIN 082 930 0533

EBEN 078 459 2636

 training@rafsa.co.za



www.rafsa.co.za

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2. WELCOME

RAFSA ATO would like to thank you for giving us the opportunity to give you the relevant quotations for Pilot Training. Please see below quotations for Fixed Wing Pilot License both for Private and National Pilot Licensing. The prices are all minimum figures as you may exceed these to achieve the required standards. Prices are subject to confirmation as they may change without prior notification. Fuel not included. Accommodation at our Guesthouse, The Islandview House can be arranged.

We at RAFSA ATO look forward to your arrival to start your flying career with us!

Please sign pages below for the relevant courses you will start and complete here at RAFSA ATO and return signed quotations to us via email admin@rafsa.co.za soonest.

3. IMPORTANT INFORMATION

OPERATIONS OFFICE CONTACT DETAILS

Contact Person	Yolandé Combrinck
Telephone Number	083 2828792
Email Address	admin@rafsa.co.za / yolande@rafsa.co.za
Website	www.rafsa.co.za

BANK DETAILS & DEPOSIT REQUIRED

Bank Account Name	Rotary Airforce SA Pty Ltd
Bank Name	First National Bank (FNB)
Branch	Upington
Account Number	62793992647
Branch Code	255355
Swift Code	FIRNZAJJ
Deposit	5 hours of flight training as the price quoted + VAT
Reference	NAME + SURNAME



Deposit is in increments of 5 hours, and the next payment of 5 hours to be paid once the deposit has been depleted. You first pay then get training. If your account is in arrears no flight training or ground schooling or briefings will be conducted until your account has been paid and loaded with funds to proceed. Our terms are strictly 7 days after statement or as per the credit terms agreed upon.



A 17.5% late payment fee and 2.5% interest will be charged on all arrear amounts.



For deposits made towards training, not being utilized within a 36month period, these funds will become non-refundable.



BEND IT MEND IT AGREEMENT FLYING SOLO IN SCHOOL AIRCRAFT OR HIRE & FLY , HOUR BUILDING



This is a "Bend it, mend it" agreement you will be responsible for any losses incurred as a result of damage to the aircraft whilst in your care. Your liability will not be limited to the excess on the policy; therefore, you will be required to take out Pilot Excess insurance to the value of the excess payable as stipulated in the aircrafts insurance policy, but again if you bend-it you need to mend it, and the total out of pocket costs will be for your account. You will be billed a fee of 4 hours per day for the time the aircraft is being fixed or until such time a replacement aircraft can be sourced. **YOU BEND IT, YOU MEND IT**



To fly solo in a Schools Aircraft you agree to this bend it mend it policy by signing this document.



Hire & Fly contract to be signed for hour building or private flying, no commercial flying, "service offered for reward" may be conducted, even if the pilot is CPL rated, flights to be operated in terms of Part 91 of the SACARs. Commercial Operations and for reward require aircraft and pilot to be registered with an AOC in terms of Part 135 of the SACARs.

APPLICATIONS SUBMITTED ON YOUR BEHALF TO SACAA



Please note that we merely assist with applications on your behalf to SACAA, and that we cannot be held responsible for any omissions, errors, refusals, cancellations, and delays on any application submitted to SACAA.



We charge an administration fee for the time spend to prepare the application and the follow up and collection, if applicable, of such.



You agree signing this document that RAFSA cannot be held responsible or be liable for any application, license or registration applied for on behalf of you, our client, and that SACAA is the ultimate issuing authority.

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SEQUENCE OF OBTAINING YOUR PILOT LICENSE

Note: Example of PPL Airplane used, but is more or less the same for any other private or recreational license

SEQUENCE OF OBTAINING YOUR

Pilot License



PASS YOUR FLIGHT MEDICAL

Class 4 for NPL or Class 2 for PPL. This is conducted by a DAME (Designated Aviation Medical Examiner)



EXAM SUBJECTS

Complete the ground schooling or self study (online)(Exam Revolution) of the Exam Theory Subjects, you have 36 months from the first exam written to complete this. NPL = Aircraft Type Specific Exam.



ONLINE EXAMS = 75%

Principals of Flight, Airlaw, Human Performance, Meteorology, Flight Planning, Navigation, Aircraft Technical & General, and NPL require an Aircraft Type Exam as well to be passed.



PASS RESTRICTED RADIO

Complete the Restricted Radio Telephony online theory course, pass the SACAA online exam, and complete the Radio Assessment Skills Test with an approved Radiotelephony Examiner.



ENGLISH PROFICIENCY

Complete the English Language Proficiency Test, this is outsourced to a School in Cape Town and takes about 1 hour, minimum Level is 4 and we require level 6.



AIR EXERCISES

Now start with your actual flying the Air Exercises once you have completed the Principals of Flight Course and Exam as well as the Airlaw Course and Exam. You need your own set of headsets



COMPLETE AIR EXERCISES

Complete the required hours, as per the SACARs, for the specific license and type of aircraft of flight training, cross countries, skills tests with a rated flight instructor.



COMPLETE EXAM SUBJECTS

You will have to pass the Restricted Radio License and English Proficiency before you will be signed off to go Solo this means flying alone.



READY FOR SOLO

There is a set amount of Solo Hours and check-rides you need to complete as per the regulations applicable to each type of license or rating.



LET'S APPLY TO SACAA

Once you have completed your Solo Hours, the instructor will sign you off and we can submit application to SACAA for your pilot license



SACAA CARD LICENSE

Only once your card license has been received, and signed at the back, you may commence with the privileges of the license! Congrats you are a Pilot!



CONGRATULATIONS!

RAFSA AVIATION TRAINING ORGANISATION
UPINGTON INTERNATIONAL AIRPORT
INFO@RAFSA.CO.ZA
0832828792



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4. REQUIREMENTS

PRE-ENTRY REQUIREMENTS



- Be not less than 15 Years of age for PPL and 17 years of age for NPL.
- Hold a valid Class 2 for PPL and Class 4 medical certificate issued in terms of part 67.
- Hold a valid student pilot license in terms of PPL and national pilot learner's certificate in terms of NPL. (RAFSA ATO will assist with this application to SACAA)

REQUIREMENTS FOR STUDENTS RECEIVING ONGOING PPL (A) TRAINING.

- Minimum of 30hrs dual flying
- Minimum of 15hrs solo flying of which at least 5 hours are cross-country flight time, which must include at least one triangular cross-country of at least 150 nautical miles, on which at least one point must not be less than 50 nautical miles from base and must include full-stop landings at two different aerodromes away from base.
- Complete Air exercises 1 to 19, as per SA-CATS Appendixes.
- Complete Restricted Radio Ground School, Exam and Practical Assessment.
- Complete all the Exam Subjects theory online training. Exams is written at RAFSA ATO Exam Centre.
- Complete English Proficiency, minimum Level 4, we prefer Level 6.
- Double check the quote you receive and the applicable fee to see what is included in the dual training rate and what not like Fuel, landing fees and VAT.

REQUIREMENTS FOR STUDENTS RECEIVING ONGOING NPL LSA TRAINING.












- Minimum of 20hrs dual flying
- Minimum of 15hrs solo flying of which shall include
 - one dual cross-country flight of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed,
 - one solo cross-country flight of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed,
 - a minimum of one dual flight under instruction into and out of a controlled airport, this flight may be included in the dual cross-country flight of at least three legs,
 - a general skills test of not less than 60 minutes,
 - a navigation skills test of at least three legs and a duration of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a controlled airport other than the point of departure
- Complete air exercises for category of aircraft as per the Training Procedures Manual of this ATO.
- Complete Restricted Radio Ground School, Exam and Practical Assessment.
- Complete all the Exam Subjects theory online training. Exams is written at RAFSA ATO Exam Centre.
- Complete English Proficiency, minimum Level 4, we prefer Level 6.
- Double check the quote you receive and the applicable fee to see what is included in the dual training rate and what not like Fuel, landing fees and VAT.

REQUIREMENTS FOR STUDENTS RECEIVING ONGOING NPL CCM TRAINING.












- Minimum of 10hrs dual flying
- Minimum of 15hrs solo flying of which shall include.
 - one dual cross-country flight of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed,
 - one solo cross-country flight of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed,
 - a general skills test of not less than 60 minutes,
 - a navigation skills test of at least three legs and a duration of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a controlled airport other than the point of departure
- Complete air exercises for category of aircraft as per the Training Procedures Manual of this ATO.
- Complete Restricted Radio Ground School, Exam and Practical Assessment.
- Complete all the Exam Subjects theory online training. Exams is written at RAFSA ATO Exam Centre.
- Complete English Proficiency, minimum Level 4, we prefer Level 6.
- Double check the quote you receive and the applicable fee to see what is included in the dual training rate and what not like Fuel, landing fees and VAT.

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REQUIREMENTS FOR STUDENTS RECEIVING ONGOING NPL WCM TRAINING.

-  Minimum of 10hrs dual flying
-  Minimum of 15hrs solo flying of which shall include
 -  one dual cross-country flight of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed,
 -  one solo cross-country flight of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed,
 -  a general skills test of not less than 60 minutes,
 -  a navigation skills test of at least three legs and a duration of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a controlled airport other than the point of departure
-  Complete air exercises for category of aircraft as per the Training Procedures Manual of this ATO.
-  Complete Restricted Radio Ground School, Exam and Practical Assessment.
-  Complete all the Exam Subjects theory online training. Exams is written at RAFSA ATO Exam Centre.
-  Complete English Proficiency, minimum Level 4, we prefer Level 6.
-  Double check the quote you receive and the applicable fee to see what is included in the dual training rate and what not like Fuel, landing fees and VAT.

REQUIREMENTS FOR STUDENTS RECEIVING ONGOING NPL GYR TRAINING.

-  Minimum of 15hrs dual flying as per regulations, but RAFSA ATO require at least 25 to 35 dual, based on instructor discretion.
-  Minimum of 15hrs solo flying of which shall include
 -  one dual cross-country flight of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed,
 -  one solo cross-country flight of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed,
 -  a general skills test of not less than 60 minutes,
 -  a navigation skills test of at least three legs and a duration of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a controlled airport other than the point of departure
-  Complete air exercises for category of aircraft as per the Training Procedures Manual of this ATO.
-  Complete Restricted Radio Ground School, Exam and Practical Assessment.
-  Complete all the Exam Subjects theory online training. Exams is written at RAFSA ATO Exam Centre.
-  Complete English Proficiency, minimum Level 4, we prefer Level 6.
-  Double check the quote you receive and the applicable fee to see what is included in the dual training rate and what not like Fuel, landing fees and VAT.

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5. INTRODUCTORY FLIGHTS

PART 61 – PPL (A) (PRIVATE PILOT LICENSE)

Introductory Flights	Prices
Introductory Flight (Briefing +/- 60 minutes flying)	R3650.00
<i>Fuel & Landing Fees included for introductory flights</i>	

PART 62 - NPL (National Pilot License) GYRO, WC MICROLIGHT, LSA & 3 AXIS & CC MICROLIGHT

Introductory Flights	Prices
Introductory Flight (Briefing +/- 60 minutes flying)	R3650.00
<i>Fuel & Landing Fees included for introductory flights</i>	

ESTIMATE FEES TERMS & CONDITIONS



PPL Fees include Fuel for Dual and Solo Flights, and are subjected to fuel rate increases.



PPL Fees estimates excludes items not quoted.



All Fees are based on estimates as we use third parties in some cases and increases in fuel, taxes and SACAA fees is beyond our control.



Fees can change at any time and are only fixed by a formal signed quote.



Quotes only applicable for 30 days.



Annual increase of 10% is applicable year on year.



Accommodation not included.



15% VAT not included



Own Aircraft fee does not include the fuel, owner responsible for arranging and refueling of fuel prior to each flight.



Please note that we make use of Contracted instructors, as most of the students are part time and set dates will be given in advance for dual flight training between April and September each year. It is important that you make arrangements to be available for flight training during these set dates once confirmed.



Should you require an instructor for sole use, then the accommodation, transport and minimum daily fee will apply which is for your account.

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6. ESTIMATE FEES FOR PPL (A) IN SCHOOL AIRCRAFT

*PART 61 – PPL (PRIVATE PILOT LICENSE) SCHOOL AIRCRAFT TRAINING FEES when registered for an ongoing training course (Quoted ZAR)

Description	Fee	Quantity / Hours	Total
Dual Instruction per hour	2400.00	30	72000
Supervised Solo training in a School Aircraft, included 5 hours Cross Country, per hour	2000.00	15	30000
Dual Checks in a School Aircraft x 3 including PPL Flight Test x 1, per hour	2400.00	4	9600
Theoretical Briefings Pre & Post for each air exercise 1 hour per flight lesson / solo will be charged, this is invoiced regardless of the duration of the pre and post flight briefings some briefings is longer than other and on some days shorter so this is the average fee per flight training lesson that is invoiced.	500	45	22500
Pilot Excess Insurance To be confirm upon acceptance, must show proof of annual payment of fixed debit order, and must in place prior to Solo	NO QUOTE - Outsourced		
Ground School (Exam Revolution) R2850.00 per subject Various options available to suit your needs	2850	8	18000
PPL Kit Does not include Headset	10 000	1	10000
Class 2 Medical Between R4500 and R6500 DAME Fees to be paid directly to DAME, Medical reports and blood tests not included	NO QUOTE - Outsourced		
English Language Proficiency Level 4 to 6 OUTSOURCED	NO QUOTE - Outsourced		
PPL Exams	500	8	4000
Student Pilot License (SPL) Estimate only	2200	1	2200
Private Pilot License (PPL) Estimate only	2500	1	2500
Restricted Radio License Theory Course, OUTSOURCED Flight Training Made Easy	1350		1350
Restricted Radio Practical Assessment Test, Conducted by Approved RTE	NO QUOTE - Outsourced		
Landing Fees	50	54	2700
Accommodation per night no meals, Estimate	650	0	0
PPL COURSE ESTIMATE TOTAL, EXCL VAT. (Including Fuel on dual training, Solo and Dual Check, but excludes fuel increases and items not quoted on) (Errors & Omissions excluded) (Fees can change anytime and are subjected to the yearly increase of 10%)			ZAR 179 650 ESTIMATE ONLY

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7. ESTIMATE FEES FOR PPL (A) IN OWN AIRCRAFT

*PART 61 – PPL (PRIVATE PILOT LICENSE) OWN AIRCRAFT TRAINING FEES when registered for an ongoing training course (Quoted ZAR)

Description	Fee	Quantity / Hours	Total
Dual Instruction per hour	1900	30	57000
Supervised Solo training. in own Aircraft, included 5 hours Cross Country, per hour	1500	15	22500
Dual Checks in Own Aircraft x 3 including PPL Flight Test x 1, per hour	1900	4	7600
Theoretical Briefings Pre & Post for each air exercise 1 hour per flight lesson / solo will be charged	500	45	22500
Pilot Excess Insurance To be confirm upon acceptance, annually paid	NO QUOTE - Outsourced		
Ground School (Exam Revolution) R2850.00 per subject Various options available to suit your needs	2850	8	22800
PPL Kit	10000	1	10000
Class 2 Medical Between R4500 and R6500 DAME Fees to be paid directly to DAME, Medical reports and blood tests not included	NO QUOTE - Outsourced		
English Language Proficiency Level 4 to 6, Estimate only. OUTSOURCED	NO QUOTE - Outsourced		
PPL Exams	500	8	4000
Student Pilot License (SPL) Estimate only	2200	1	2200
Private Pilot License (PPL) Estimate only	2500	1	2500
Restricted Radio License Theory Course, OUTSOURCED Flight Training Made Easy	1350		1350
Restricted Radio Practical Assessment Test, Conducted by Approved RTE	NO QUOTE - Outsourced		
Landing Fees	50	54	2700
Accommodation per night no meals, Estimate	650		
PPL COURSE ESTIMATE TOTAL, EXCL VAT (Excluding Fuel and items not quoted on) (Errors & Omissions excluded) (Fees can change anytime and are subjected to the yearly increase of 10%)			ZAR 148 600 ESTIMATE ONLY

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8. ESTIMATE ON FEES FOR NPL CATEGORY RATING IN SCHOOL AIRCRAFT

PART 62 - NPL (National Pilot License) SCHOOL AIRCRAFT GYRO, WC MICROLIGHT, LSA & 3 AXIS & CC MICROLIGHT TRAINING FEES when registered for an ongoing training course

Description	Fee	Quantity / Hours	Total
Dual Instruction per hour	2400	20	48000
Supervised Solo training in a School Aircraft, included 5 hours Cross Country per hour	2000	15	30000
Dual Checks in a School Aircraft x 3 including PPL Flight Test x 1	2400	4	9600
Theoretical Briefings Pre & Post for each air exercise 1 hour per flight lesson / solo will be charged	500	35	17500
Pilot Excess Insurance To be confirm upon acceptance, annually paid	NO QUOTE - Outsourced		
Ground School (Exam Revolution) R2850.00 per subject Various options available to suit your needs	2850	8	18000
NPL Kit	10000	1	10000
Class 4 Medical Between R4500 and R6500 DAME Fees to be paid directly to DAME, Medical reports and blood tests not included	NO QUOTE - Outsourced		
English Language Proficiency Level 4 to 6, Estimate only. OUTSOURCED	NO QUOTE - Outsourced		
NPL Exams	500	8	4000
Recreational Pilot Learner Certificate Estimate only	2200	1	2200
National Pilot License (NPL) Estimate only	2500	1	2500
Restricted Radio License Theory Course, OUTSOURCED Flight Training Made Easy	1350		1350
Restricted Radio Practical Assessment Test, Conducted by Approved RTE	NO QUOTE - Outsourced		
Landing Fees	50	54	2700
Accommodation per night no meals, Estimate	650		
NPL COURSE ESTIMATE TOTAL, EXCL VAT BASED ON NPL LSA CATEGORY RATING (Including Fuel on dual training, Solo and Dual Check, but excludes fuel increases and items not quoted on) (Errors & Omissions excluded) (Fees can change anytime and are subjected to the yearly increase of 10%)			ZAR 150 650 ESTIMATE ONLY

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9. ESTIMATE ON FEES FOR NPL CATEGORY RATING IN OWN AIRCRAFT

PART 62 - NPL (National Pilot License) OWN AIRCRAFT GYRO, WC MICROLIGHT, LSA & 3 AXIS & CC MICROLIGHT TRAINING FEES when registered for an ongoing training course

Description	Fee	Quantity / Hours	Total
Dual Instruction	1900	20	38000
Supervised Solo training in Own Aircraft, included 5 hours Cross Country	1500	15	22500
Dual Checks in Own Aircraft x 3 including PPL Flight Test x 1	1900	4	7600
Theoretical Briefings Pre & Post for each air exercise 1 hour per flight lesson / solo will be charged	500	35	22500
Pilot Excess Insurance To be confirm upon acceptance, annually paid	NO QUOTE - Outsourced		
Ground School (Exam Revolution) R2850.00 per subject Various options available to suit your needs	2850	8	18000
NPL Kit	10000	1	10000
Class 4 Medical Between R4500 and R6500 DAME Fees to be paid directly to DAME, Medical reports and blood tests not included	NO QUOTE - Outsourced		
English Language Proficiency Level 4 to 6, Estimate only. OUTSOURCED	NO QUOTE - Outsourced		
NPL Exams	500	8	4000
Recreational Pilot Learner Certificate Estimate only	2200	1	2200
National Pilot License (NPL) Estimate only	2500	1	2500
Restricted Radio License Theory Course, OUTSOURCED Flight Training Made Easy	1350		1350
Restricted Radio Practical Assessment Test, Conducted by Approved RTE	NO QUOTE - Outsourced		
Landing Fees	50	54	2700
Accommodation per night no meals, Estimate	650	0	0
NPL COURSE ESTIMATE TOTAL, EXCL VAT BASED ON NPL LSA CATEGORY RATING (Excluding Fuel and items not quoted on) (Errors & Omissions excluded) (Fees can change anytime and are subjected to the yearly increase of 10%)			ZAR 131 150 ESTIMATE ONLY

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10. ACCEPTANCE OF ENROLLED COURSE FEES, TERMS & CONDITIONS

PPL (A) SCHOOL AIRCRAFT

I hereby accept the above PPL Training Course quotation *in the Schools Aircraft*.

PPL STUDENT NAME & SURNAME	ID OR PASSPORT NUMBER	STUDENT SIGNATURE	DATE

PPL (A) OWNER AIRCRAFT

I hereby accept the above PPL Training Course quotation in my *own Aircraft*.

PPL STUDENT NAME & SURNAME	ID OR PASSPORT NUMBER	STUDENT SIGNATURE	DATE

NPL SCHOOL AIRCRAFT

I hereby accept the above NPL Training Course quotation in the Schools Aircraft for the category rating selected below. **Select Category Rating by marking X**

LSA – Light Sport Aircraft			
CCM – Conventionally Controlled Microlight			
WCM – Weight Shift Controlled Microlight			
GYR - Gyroplane			
NPL STUDENT NAME & SURNAME	ID OR PASSPORT NUMBER	STUDENT SIGNATURE	DATE

NPL OWNER AIRCRAFT

I hereby accept the above NPL Training Course quotation in my own aircraft for the category rating selected below. **Select Category Rating by marking X**

LSA – Light Sport Aircraft			
CCM – Conventionally Controlled Microlight			
WCM – Weight Shift Controlled Microlight			
GYR - Gyroplane			
NPL STUDENT NAME & SURNAME	ID OR PASSPORT NUMBER	STUDENT SIGNATURE	DATE

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11. PART 62 RATINGS – AGRICULTURAL, PART 96 & INSTRUCTORS





















PART 62 - RATINGS - Agricultural, Part 96 & Instructors	Prices
Agricultural Rating, minimum 300hrs on aircraft type with agricultural equipment (Min 2 hrs Dual, 30hrs under supervision) – Own Aircraft	R3500.00 per hour Dual R2500.00 per hour under Supervision
Instructor Rating, minimum of 200hrs flight time (+/- 15 hrs patter + 30 hours class teaching) –Own Aircraft	R2400.00 per hour Dual R500.00 per hour lectures
Part 96 Authorization, minimum of 300hrs total flight time of which 200hrs as PIC on aircraft type (+/- 10 hrs dual flight instruction + 30 hours Ground School + DG + CRM online) – Own Aircraft	R3500.00 per hour Dual R500.00 per hour lecture DG + CRM - POA
Skills Test, Fuel & Landing Fees not included	

12. PILOT LICENCE FEES & INFORMATION









PILOT LICENCE FEES & INFORMATION	
Class 2 & 4 Aviation Medical, to be done by Designated Aviation Medical Examiner as approved by SACAA.	Price depending on the Designated Medical Examiner Class 2 is required for PPL Training Class 4 is required for NPL Training
SACAA Part 61 & 62 - Student Pilot License Application	As per SACAA Updated User Fees + RAFSA Admin & Courier Fees, prices quoted in quotations is only estimate
SACAA Part 61 & 62 – Applications, Renewals, Ratings, Currency Fees	As per SACAA Updated User Fees + RAFSA Admin & Courier Fees, prices quoted in quotations is only estimate
Any Part 61 & 62 Skills Test / Flight Test conducted by RAFSA Instructor, other than during flight training. (Renewals / Currency, Recency)	R2400.00 per hour
Skills Test / Flight Test by DFE (Designated Flight Examiner) <i>Test that only a DFE can sign out as per SA Civil Aviation Regulations</i> - CPL - Instrument Rating - Instructor Upgrade (Grade I / II / III) - Multi Engine - Multi Engine / IFR Note: Where a Part 61 student pilot has reached 35 hours and not ready for SOLO, a DFE to conduct Dual Training for 5 hours. Where 40hrs is reached and still not ready for SOLO, then training is terminated.	POA
Conversion /Type Rating/Familiarization Training	R2400.00 per hour

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13. EXAM FEES & INFORMATION

EXAM FEES & INFORMATION	
<p>SACAA Exams – PEXO System Monday to Friday 08h00 to 16h00</p> <ul style="list-style-type: none">  Principles of Flight  Air Law  Aviation Meteorology  Engines, Airframes & Instruments  General Navigation  Human Performance  Flight Planning & Performance  Restricted Radio  Aircraft Type Specific (Part 62)  Part 96 Authorisation <p>Multiple choice, approx. 30 questions each, pass mark 75% (exams wrote at our facility)</p>	<p>Per sitting @ R500.00 excluding VAT Note: Once a month maintenance takes place on the system, which is normally the last Friday of the month, then no Exams can be written.</p> <p>For Ground Schooling and self-study, we use Exam Revolution, which is online based. Please let us know should you want to enroll; this PPL /NPL Mentoring course shows a complete beginner student pilot how to start their aviation career from scratch and how to pass their exams easily.</p>
Exam Re-write	Per sitting @ R500.00 excluding VAT
<p>Training Literature</p> <ul style="list-style-type: none">  Avex PPL Aircraft General Manual 1  Avex PPL Principals of Flight Book Manual 2  Avex PPL Human Performance Manual 3  Avex PPL Met Manual 4  Avex PPL Navigation Manual 5  Avex PPL Flight Performance Manual 6  Pilot's - Radio Handbook 20th Edition  Air Law for Private Pilots - Book (Red)  Rotorcraft Flying Handbook  Microlight Flying Handbook 	POA

14. GROUND SCHOOLING & FLIGHT BRIEFINGS

GROUND SCHOOLING & FLIGHT BRIEFINGS	
Pre & Post Flight Briefings	R500.00 per hour
<p>Extended briefings and ground schooling per subject There are 6 subjects.</p> <ul style="list-style-type: none">  Aircraft General  Principals of Flight  Human Performance  Aviation Meteorology  General Navigation  Flight Planning & Performance  Airlaw  Restricted Radio (not part of Exam Revolution) 	R2850.00 per subject
Radio Telephony Course	Prices on request and at time of application, as these fluctuate, and this is outsourced.

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15. INSURANCE FEES & INFORMATION

INSURANCE FEES & INFORMATION	
Insurance Aircraft (PPL School Aircraft) Own Aircraft for owner training, the owner responsible for the insurance.	Price on Request, for the duration of the training period.
Pilot Excess Fee Insurance (Excess of R20 000.00 to be insured by DJA, minimum 6 months, proof of excess insurance to be presented before flight training can commence.)	Each student pilot is responsible for this for the duration of the training period. Online link to apply for insurance: https://www.dja-aviation.co.za/shop/pilot-excess/

16. AIRCRAFT FEES & INFORMATION

AIRCRAFT FEES & INFORMATION	
Aircraft Licenses & Registrations (Student Aircraft)	Upon Request, this will include the following services and applications: <ul style="list-style-type: none"> - ATF Renewals / Reissue - Change of Ownership of Aircraft - Annual Inspections (MPI)
Aircraft Fee to be added to Schools Operational Specification for Private Training (Where student owns aircraft or hire aircraft in for training)	R8500.00 + VAT – Once off, Estimate Includes the SACAA Fee and RAFSA Admin Fee
Hanger Fees, own aircraft if hangarage is required	R2750.00 per month + VAT
<ul style="list-style-type: none">  Training will only commence in owner's aircraft if all documentation in terms of Airworthiness has been verified.  All NPL Gyro Training to be conducted in student's own aircraft. Gyro School Aircraft is only applicable as a back-up, should the student's aircraft be under maintenance inspection or repair.  By signing this document to confirm the hanger Lease agreement ATO and Owner of Aircraft.  Aircraft be registered on the Operational Specification of the School Training Certificate, which is approved by SACAA, before any training can commence, all fees is for the owner of the aircrafts account. 	

17. ADMINISTRATOR & OTHER FEES

ADMINISTRATION & OTHER FEES	
SACAA User Fees as per Part 187 - Include all Pilot License Fees that CAA charges	https://caasanwebsitestorage.blob.core.windows.net/fees-charges-and-levies/User%20Fees%20as%20from%201%20November%202021.pdf
RAFSA Administration Fee for any SACAA Application	R1500.00 per application ex Vat
Postage / Courier Fees between RAFSA & CAA regarding Applications and Registrations	As per courier company at time of application

18. MEMBERSHIP FEES





MEMBERSHIP FEES	
Upington Vliegklub – our Local Flying Club	Please contact RAFSA Licensing & registration department for the application form.

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19. PILOT & AIRCRAFT LOGBOOKS

PILOT & AIRCRAFT LOGBOOKS

Aircraft Logbooks and all relative equipment

-  Airframe
-  Flight Folio
-  Pilot Logbook, option of online logbook aviationlogbook
-  Flight Bag with all relative equipment and notes – Students own account

R500.00 per logbook / Students own Account

20. TRAINING LITERATURE & AIDS

TRAINING LITERATURE & AIDS

PPL or NPL Starter Kit

- PPL Human Performance
- PPL-Aircraft General (Aeroplane)
- PPL Principles of Flight
- PPL Flight Performance and Planning (A)
- PPL Meteorology
- PPL Navigation
- PPL Air Law (CAR2011)
- Radio handbook
- Logbooks
- Pathfinder CX3
- Ruler-scale:1 mm/500 clear
- Protractor
- E6B Computer
- Fuel tester (short)

Price on Request

CPL/Night Rating/ Instrument Rating Manuals & Study Material

Price on Request

NPL Specific

Air-Law:

The CARS and CATS as published on the www.caa.co.za site Parts 24, 44, 62, 67, 91 and 94.

Aircraft Technical and Principles of flight:

FAA - A pilots handbook of Aeronautical Knowledge. Jim Davis - PPL Handbook, Avex Air Notes (ATG and POF).

Meteorology and Navigation:

Jim Davis - PPL Handbook, Aviation Weather for South Africa - Gerhard Venter, Avex Air Notes (Met and Nav). The Pilots Radio Handbook - Dietlind Lempp.

Human Performance:

Jim Davis - PPL Handbook, FAA - A pilots handbook of Aeronautical Knowledge. Avex Air Notes and FAA Glider Pilot Handbook.

For the Category Specific exams:

WCM - Microlight Pilots Handbook -Brian Cosgrove, FAA-Weight shift Pilot Handbook.

TMG - FAA Glider Pilot Handbook,


LSA, CCM - FAA - A pilot's handbook of Aeronautical Knowledge. Jim Davis - PPL and Microlight Pilots Handbook -Brian Cosgrove.

GYRO - FAA Gyrocopter Pilots Handbook. And any other publication that an instructor

Price on Request

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21. PILOT ATTIRE & EPPS

PILOT ATTIRE & EPPS	
<div style="text-align: center;">  </div> <p>Pilot T – Shirts</p>	<p>Price on Request</p>
<p>EPPS 1 = Solo 2 = PPL 3 = CPL/Instructor</p>	<p>Price on Request</p>

SIGNATURE & ACCEPTANCE OF TRAINING FEES AND THE APPLICABLE TERMS AND CONDITIONS

I hereby confirm that I have read and accepted the training fees and criteria as stipulated above.

PPL STUDENT NAME & SURNAME	ID OR PASSPORT NUMBER	STUDENT SIGNATURE	DATE

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22. ANNEXURE B – TRAINING TERMS & CONDITIONS AND COMPLIANCE WITH TPM

PILOT TRAINING

1. DEFINITIONS AND INTERPRETATION

- 1.1 “Learner Pilot” refers to the Student
- 1.2 “Training Organisation” refers to Rotary Airforce SA Pty Ltd ATO 1588

2. TERMS & CONDITIONS

- 2.1 The Seller merely offers his assistance to assist in the application of the Pilot Licenses and memberships required to obtain a Pilot’s License applicable to the specific Aircraft Type and Class. The Student can liaise directly with the governing bodies regarding the application of a Pilot’s License and is not obligated in any way to make use of the Training Organisations services.
- 2.2 The Training Organisation does not guarantee the issue of a Pilot’s License and merely assist the Student with the applications applicable to the Pilot’s License requirements from the applicable governing bodies.
- 2.3 Application of the Pilot License is done through SACAA, Memberships through AEROCLUB of SA, SAGPA, MISASA governing bodies is required in terms of Part 94 operations.
- 2.4 The Student expressly acknowledges that certain specific licensing and flight medicals are required for the safe and legal operation and flying of any aircraft assembled from the Goods. The Student is required by law to obtain training by a Flight Instructor certified by the Civil Aviation Authority (CAA), Minister of Transport (MOT), or the Federal Aviation Administration (FAA) to be able to fly this category and class of aircraft.
- 2.5 For clarification on the Pilot Training & Licenses please refer to Civil Aviation Regulations Part 24,43,44,47,61,62,91,94,96 together with the Civil Aviation Technical Standards CATS 24, 43,44,47,61,62,91,94,96 as well as the Aeronautical information Circulars available on the SACAA website www.caa.co.za.
- 2.6 The parties place on record that there is no guarantee on when the Student’s training will be completed. The Student acknowledges that completion of his training will depend on his progress, availability of instructors, school aircraft and weather.

3. TRAINING REQUIREMENTS

- 3.1 All Student pilots must be fluent in English, including speaking, writing and reading.
- 3.2 All examinations pertaining to the Pilot License is in English
- 3.3 All Student pilots are required to have a valid flight medical, at least Class 4, before training can commence. Please refer to the updated Part 67 in the SACAR’s and CATS for medical requirements and protocols.
- 3.4 All Student pilots are required to have their own Headset. School’s headsets are for the instructor’s use only.
- 3.5 Training is done in South Africa at the Rotary Air Force South Africa Aviation Training Organisation SACAA/1588/ATO, which is based in Upington, Northern Cape, South Africa.
- 3.6 Unless otherwise arranged, training is done in the Students/owners aircraft for Part 62 Gyroplane and Microlight WCM training, where the student cannot supply own or hired aircraft, the school aircraft to be utilised.
- 3.7 A training deposit is required before any training will commence, this amount will be confirmed to the Student once the training date has been confirmed
- 3.8 None of the Training Fees nor hours are refundable. In the event that the Student complete the dual training hours in less than the hours paid for, a cash refund is not allowed, this can only be utilised towards more training hours.
- 3.9 In the event where the Student exceeds the dual training hours paid for, the exceeding hours will be billed as per the hourly rate.
- 3.10 Transferring of hourly dual training funds from one training school and or instructor to another is not allowed, Rotary Air Force SA SACAA/1588/ATO is an entity on its own. Payment of any monies towards the Training School is non-refundable.
- 3.11 The Training Fees is only valid for Rotary Air Force SA SACAA/1588/ATO.
- 3.12 The Training Fees are subject to yearly increases, the validity is based on the yearly increase, the difference will be billed accordingly.
- 3.13 Dual Solo and Solo Cross-Country Consolidation hours, during the Student’s solo hours, is billed as stipulated in the Training Fees

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- 3.14** The average learner pilot requires dual training of between 36 and 45 hours with a flight instructor, Gyroplane and 25 to 45 hours for LSA, CCM, WCM, PPL, each Student pilots progress is different and Rotary Air Force SACAA/1588/ATO cannot guarantee or estimate the duration and time frame a learner pilot will complete his/her practical training.
- 3.15** Dual Training Calendar is from April to September each year. The rest of the year the students to use to complete the exam subjects.
- 3.16** The learner pilot is required to request dual training at least one month prior to the proposed training date, last minute bookings will be handled case by case, depending on instructor availability.
- 3.17** The Training schedule changes daily and booking in advanced is recommended to avoid any disappointment. Instructors will communicate directly with the students on the day, weeks, month training schedule.
- 3.18** The proposed daily dual training flight schedule is as follows:
- Please note that these are only proposed times and not fixed, as instructor, aircraft availability and weather conditions needs to be taken into consideration. We make use of contracted instructors as our students are mainly part-time. We will confirm training dates between the months of April and September well in advance, so please avail yourself for dual flight training during these time periods.*
- 3.19** Flight Instruction is solely dependent on the weather conditions, the availability of the Flight Instructor and availability of the School Aircraft. Flying in Winds is not allowed, see TPM.
- 3.20** The Student to arrive at least 30 minutes before dual instruction confirmed time to re-fuel aircraft and complete the pre-flight checks according to the pre-flight checklist as well as all other documentation required, logbooks, auth sheets, pre-flight planning etc, after which pre-flight briefing by the instructor will take place.
- 3.21** The Student agrees that in the event that training on a specific date is not possible, due any circumstances, the Student will not be entitled to cancel this agreement, but a new training date will be arranged between the Instructor and the Student.
- 3.21** Weather is the factor that plays the biggest role during dual instruction & learner pilot solo hours, unfortunately weather cannot be controlled, and the instructor's judgement must be respected by the learner pilot at all times for the learner pilot's own safety.
- 3.22** The Student pilot will not be allowed to continue with Solo Hours should the wind exceed 8 knots.
- 3.23** The School Aircraft must from time to time undergo maintenance and has service intervals as per the maintenance schedule and flight manual for each aircraft. During this time the School Aircraft will not be available for training and alternative dates and times will have to be scheduled.
- 3.24** All Aircrafts are mechanical of nature and Rotary Air Force SA ATO cannot be held responsible for any unforeseen mechanical failures or repairs on their School Aircraft which might and will have a direct impact on your scheduled training dates and times. Training will have to be re-scheduled according to availability of Aircraft.
- 3.25** Student pilots are not allowed any ALCOHOL consumption at least 8 hours before the scheduled Dual Training session. The Instructor has the right to cancel the Dual Training session should you be under the influence. The full dual-instruction hourly rate will however still be billed.
- 3.26** Student pilots are to disclose to the instructor any information pertaining to the current health and emotional state of the Learner pilot before any Dual Training will commence, that might put their lives in jeopardy during the dual training session.
- 3.27** The following conditions may cause severe safety risks when flying. Any person suffering, or having suffered, from any of these conditions, must seek medical opinion before dual training can commence:
- 3.27.1.1** Chronic bronchitis, severe asthma, chronic sinus disease, chronic ear disease, vision impairment (e.g. inability to read a car number plate at 25 metres – corrective glasses may be used), regular severe migraine
- 3.27.1.2** Diabetes in any form, rheumatic fever, kidney stones, psychiatric disorders, severe motion or travel sickness, any condition requiring the regular use of drugs or other medication.
- 3.27.1.3** Injuries that were previously sustained and that may inhibit control of an aircraft.
- 3.28** Pre-flight check, completion of the Flight Authorisation Sheets, signing of the progress sheets and training course outline, and upkeep of the pilot and aircraft log books is the responsibility of the Learner pilot, and must be completed and signed immediately after any training, Flight Authorisation Sheets to be completed and signed before any dual flight instruction may commence.
- 3.29** Student pilots are not allowed at all in any of the Hangers, during their "off" time, this time should be used to learn theory off-site, or work through the Mock Exams in the examination room.

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3.30 Student pilots are requested to remove themselves from the premises until the next dual training session. This is for the Student pilots own safety.

4. APPLICATION RADIO TELEPHONY CERTIFICATE

Legislation - South Africa - National
Aviation Rules, Regulations and Technical Standards
South African Civil Aviation Technical Standards
Personnel Licensing
SA-CAR & CATS 61 & 62

4.1 The Learner Pilot must be the holder of at least a restricted Radio Telephony certificate whenever he or she operates an aircraft that is required to be fitted with radio apparatus capable of operating within the aeronautical frequency band.

4.2 The Radio License course is outsourced.

4.3 Handbooks for the course can be obtained from Rotary Air Force SA Training Organisation.

5. APPLICATION STUDENT PILOT LICENSE

Legislation - South Africa - National
Aviation Rules, Regulations and Technical Standards
Civil Aviation Regulations, 2011
Part 61 & 62

5.1 Dual Training with an instructor requires the application from SACAA for a Student Pilot License.

5.2 The requirements for the application of a Student Pilot License is as follows

5.2.1 4 x Passport Colour Photographs

5.2.2 4 x Certified Copies of your ID and or Passport

5.2.3 A completed medical fitness certificate in which the applicant confirms that he or she is medically fit for the intended training

5.2.4 A valid restricted or higher-grade (PPL) radiotelephony operator's certificate or the certificate of competency.

6 CREDITING OF FLIGHT TIME

Legislation - South Africa - National
Aviation Rules, Regulations and Technical Standards
Civil Aviation Regulations, 2011
Part 61 & 62

6.1 The holder of a licence issued in terms of part 61 or in terms of part 62 of the Civil Aviation Regulations as the case may be, may be credited with not more than 5 hours solo and 5 hours dual flight time.

6.2 The additional 20 hours shall consist of (i) a minimum of 10 hours dual flying; (ii) a minimum of 10 hours solo flying; and shall have acquired knowledge in the subjects: principles of flight and engines and airframes towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category Aircraft.

6.3 Although the regulations allows for crediting of flight time and a requirement of 10 hour dual training, our training statistics have shown that although the Student might have an existing pilot license, the average "conversion" time is between 27 and 35 hours, there is 27 exercises we need to complete with each student pilot, and again it depends from person to person.

6.4 The instructors to ensure that each student pilot is properly trained and can handle and manage the aircraft in all the emergency situations, before a decision can be made to sign the student pilot off for solo hours.

6.5 The CFI is the ultimate authority during the training process, and not the student pilot. Proper Training is of utmost importance and will not be sacrificed nor taken up lightly, nor should it be expected of an instructor to sacrifice his/her integrity, as your safety is our number 1 priority.

7. MEMBERSHIPS

As per Part 94 of the SACARs Aeroclub and SAGPA memberships are required for the issuing of your Learner and National Pilot Licenses

8. APPLICATION FOR PPL & NATIONAL PILOT LICENSE

Legislation - South Africa – National
Aviation Rules, Regulations and Technical Standards
Civil Aviation Regulations, 2011
Part 61 & 62

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- 8.1 Before the application for a Pilot License can be submitted to SACAA the following is required in terms of Part 61 & 62 of the Civil Aviation Regulations.
 - 8.1.1 Either a valid Class 2 (PPL) & Class 4 (NPL) or higher-class medical certificate;
 - 8.1.2 A valid pilot licence reference number (Issued upon application for the student certificate);
 - 8.1.3 Original or certified proof that the applicant meets the requirements for the issue of at least one of the category ratings;
 - 8.1.4 One passport-sized photograph;
 - 8.1.5 A copy of his or her logbook showing all training, and accurately summarised as per Document SA-CATS 62 & 62;
 - 8.1.6 Have passed the theoretical knowledge examination referred to in regulation 61 & 62
 - 8.1.7 Have passed the skill test referred to in regulation 61 & 62

9. LANDING FEES

- 9.1 Upington International Airport is an ACSA owned airport and charges a landing fee every time that the runway is utilised.
- 9.2 Landing fees are not included in the fees, unless otherwise stipulated, and is for the Student's own account and will be billed accordingly.

10. FUEL FOR TRAINING

- 10.1 Fuel arrangements to be discussed with your instructor.
- 10.2 It is the learner pilot's responsibility to ensure that he or she has fuel ready for training, and that the aircraft is fuelled before any dual instruction will commence, this is not the instructor's responsibility
- 10.3 Due the health and safety regulations, fuel is not allowed to be kept in any of the general aviation hangers based in the general aviation area which is on ACSA property.

11. TRAINING LITERATURE

- 11.1 Handbooks and Training Materials can be obtained from Rotary Air Force SA ATO
- 11.2 Source Study Material a Student pilots to use to study, as per the following publications:
 - 11.2.1 **Air-Law:** The CARS and CATS as published on the www.caa.co.za site. Parts 24, 44, 61, 62, 66.04, 67, 91 and 94.
 - 11.2.2 **Aircraft Technical and Principles of flight:** FAA - A pilots handbook of Aeronautical Knowledge. Jim Davis - PPL Handbook , Avex Air Notes (ATG and POF).
 - 11.2.3 **Meteorology and Navigation:** Jim Davis - PPL Handbook, Aviation Weather for South Africa - Gerhard Venter, Avex Air Notes (Met and Nav). The Pilots Radio Handbook - Dietlind Lempp.
 - 11.2.4 **Human Performance:** Jim Davis - PPL Handbook, FAA - A pilots handbook of Aeronautical Knowledge. Avex Air Notes and FAA Glider Pilot Handbook.
 - 11.2.5 **For the Category Specific exams:** WCM - Microlight Pilots Handbook -Brian Cosgrove, FAA-Weightshift Pilot Handbook. TMG - FAA Glider Pilot Handbook, LSA, CCM - FAA - A pilots handbook of Aeronautical Knowledge. Jim Davis - PPL and Microlight Pilots Handbook -Brian Cosgrove. GYRO - FAA Gyrocopter Pilots Handbook. And, any other publication that an Instructor feels will benefit the students understanding of the subject material.
 - 11.2.6 **Radio License:** The pilots radio handbook

12. ABILITY REQUIREMENTS

- 12.1 The applicant for a pilot licence, to be issued in terms of Part 61 & 62 of the Civil Aviation Regulations must be able to read, speak and write English in the following circumstances.
 - 12.1.1 Examination, to undergo and pass oral and written examinations conducted in English, required for the issue of the particular license/ratings applied for;
 - 12.1.2 Ground actions, all information written in English relevant to the accomplishment of a flight, such as:
 - (a) all laws, regulations, rules and other statutory requirements, including all technical manuals;

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- (b) all pre-flight administrative and flight planning procedures;
- (c) use of all aeronautical *en route*, departure and approach charts and associated documents.

12.1.3 Communication, be able to clearly and coherently communicate with ATC and other crew members in English during all phases of flight, and particularly during any emergency situation.

13. EXAMS

13.1 All Exams as required by SACAA are written online and are chargeable according to the prescribed fees set by SACAA.

13.2 Pre & Post Exam Preparation and discussions will be done by the learner pilot's flight instructor at an hourly fee as quoted, unless otherwise arranged.

13.3 The learner pilot is required to write these exams at an approved Training Test Centre, to be able to apply for your Pilot License. Rotary Air Force SA SACAA/1588/ATO is an SACAA approved Test Centre.

13.3 Please refer to paragraph 11 for Training Literature required for the exams.

13.4 There are several websites that offer PPL Online courses to prepare for the exams. We use ExamRevolution.com.

14. CANCELLATION FEES

14.1 Cancellation and/or amendments will attract the following charges, which will automatically be debited to your account.

- 75% if booking cancelled, 0 to 7 days prior to training commence date
- 50% if booking cancelled, 8 to 14 days prior to training commence date
- 25% if booking cancelled, 15 to 21 days prior to training commence date.
- 100% for No-Show, 1.5 hours per day will be charged as cancellation penalty, and is non-refundable

Enrolment in any other school within a proximity of 350km is prohibited unless it based on a grievance or total re-location of residence or if the training school cannot provide or complete the training or upon written approval from RAFSA ATO. 100% cancellation will apply on the remainder of the fees in case of breach of contract.

15. UTILISATION OF THE TRAINING SCHOOLS AIRCRAFT

15.1 The learner pilot is fully liable for any damages to the Schools Aircraft should an incident occur, although the Aircraft is fully insured the excess fee and other insurance and repair costs that exceed the pay out, is for the learner pilot's account, therefore it is required that the Learner Pilot take out Pilot Excess insurance which is available from DJA aviation, minimum 6 months debit order option. Upon proof of such insurance, the training in the schools aircraft can commence. Please note that a loss of income fee of a minimum of 4 hours per day will be charged until such time the aircraft is returned to service, this is in the case of total loss of aircraft as well, until a replacement can be sourced.

16. ORIENTATION PROFICIENCY AT LEARNER PILOT'S AIRFIELD

16.1 Orientation & familiarization proficiency for about 4 – 5 hours at the learner pilot's home-based airfield is optional, please enquire regarding the pricing for this option.

17. HANGER FEES FOR LEARNER PILOT AIRCRAFT

17.1 Hanger Fees is chargeable per month for the Student pilots Aircraft.

17.2 Hanger Fees is due once the Aircraft arrive at FAUP for the duration of the training.

SIGNATURE & ACCEPTANCE OF TERMS & CONDITIONS, TRAINING PROCEDURES MANUAL ADHERENCE.

I further confirm that I have read and understood and accept the terms & conditions of RAFSA ATO and I am aware that I will adhere to the schools training procedures manual (TPM) as approved by SACAA.

PPL STUDENT NAME & SURNAME	ID OR PASSPORT NUMBER	STUDENT SIGNATURE	DATE

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