

# CPL(G) REQUIREMENTS & APPLICATION PROCEDURE



28 November 2023

## 1. Introduction

To operate a glider for hire or reward, the pilot must hold a CPL(G) issued under CAR Part 61, hold a valid Class 1 medical certificate, and meet flight currency requirements. Example 'hire or reward' situations are acting as pilot in command in an Adventure Aviation operation under CAR Part 115, or being paid to instruct in a gliding club operation under CAR Part 149.

This note sets out the process to be followed to obtain and maintain the licence, and the approximate costs involved.

## 2. Eligibility

To be eligible for a CPL(G) under CAR 61.203 as amplified by CAA AC61-5, a person must:

- a. Be at least 18 years of age.
- b. Hold a current Class 1 medical certificate.
- c. Have at least 150 hours total flight experience in gliders, including at least -
  - 75 hours pilot-in-command
  - 5 hours dual instruction
  - 1 flight of 5 hours duration as pilot-in-command
  - 1 flight of 30 nm in a straight line as pilot-in-command (presumably this means a cross-country flight of at least 30 nm between two points)
  - 5 paddock landings as pilot-in-command at places which are not licensed airfields or recognised glider launching sites
  - 50 launches as pilot-in-command (to exercise CPL privileges using a specific launch method the pilot needs a minimum 25 launches using that method)
  - 5 hours instrument flight instruction in aircraft.

*[CAA accepts a Pilot Certificate issued by GNZ, or a PPL(G); and the attainment of an FAI Gold Badge as alternative flight experience to that listed in c. above.]*

- d. Have a valid written examination credit, or approved equivalent, that covers the following commercial pilot subject areas:
  - air law
  - flight navigation general
  - meteorology
  - principles of flight and glider performance
  - general glider technical knowledge
  - human factors.

*[CAA accepts the attainment of an FAI Gold Badge as equivalent to credits for all subjects listed in d. above except for air law and human factors.]*

- e. Have a pass in the Flight Radiotelephony written examination based on the Subject 2 syllabus detailed in Appendix II of AC61-3 for PPL.
- f. Have successfully demonstrated competency to the Director in a flight test to the syllabus set out in CAA AC61-5 (reproduced as Appendix 1 to this note).
- g. Have demonstrated English language proficiency to at least Level 4 of the ICAO Language Proficiency Rating Scale.

### **3. Getting a Class 1 Medical Certificate**

Visit this page on the CAA website to find out how to get a medical certificate -

<https://www.aviation.govt.nz/licensing-and-certification/medical-certification/>

An application fee of \$120.75 (incl GST) must be paid at the time of application and before the medical examination takes place. The medical examiner will charge a fee separately for the general examination. There may be other tests required, with fees to be paid to the providers involved.

The CAA “Medical Matters” booklet provides further general information –

<https://www.aviation.govt.nz/assets/publications/gaps/medical-matters.pdf>

### **4. Getting Written Examination Credits**

CAA has delegated the administration of written examinations and the demonstration of aviation language proficiency to ASPEQ Assessment Specialists -

<https://caanz.aspeqexams.com/home>

Written examinations have a qualifying period of 3 years, after which they must be taken again. If you fail a written exam 3 times within a period of 90 days, you cannot sit another examination in that subject for a period of 90 days following the date of the last failed examination.

Note that ASPEQ does not issue a document evidencing each written examination credit. Instead, they issue a report detailing passes in all the prescribed subjects within the qualifying period. If questions were answered incorrectly, ASPEQ will issue Knowledge Deficiency Reports (KDRS).

### **5. Getting a Flight Test**

Flight testing is also delegated to ASPEQ Assessment Specialists. You must provide the flight examiner with your written exam credits and KDRs (if any) along with evidence of knowledge improvement that has been certified by an A Cat or B Cat instructor. (This latter evidence must also be submitted with your licence application.)

You also need to produce logbook evidence of the required flight experience, and your medical certificate.

Flight tests are only valid for 3 months, so you need to apply for your licence within this period.

## 6. Applying for the Licence

This can be done online through **MyAviation**, CAA's online portal for licensing requests, instead of filing paper forms. Click the 'Online services' button on the CAA home page to get started. The fee of \$230.00 (incl GST) must be paid before CAA will process the application.

A Fit and Proper Person (FPP) Questionnaire form is required with the application. That process is described here –

<https://www.aviation.govt.nz/licensing-and-certification/fit-and-proper-person-process/>

## 7. Continued Currency

Your licence will be lifetime but, to exercise its privileges, you need to keep your Class 1 medical and your BFR current. CPL(G) BFRs must be conducted by a ROO or the NOO, who will send the completed GNZ OPS 11 to CAA Personnel Licensing.

If you are using your CPL(G) in a CAR Part 115 operation, your medical will have a validity period of 6 months. If you are using your CPL(G) for the sole purpose of giving flight instruction to a crew member, it will have a validity period of 12 months.

## 8. Cost Summary

Fees include GST:

CAA medical application	\$120.75
Medical examination	Provider fee (variable)
Specialist medical tests	Provider fee (variable)
ASPEQ CPL written exam	\$166.21 per subject
ASPEQ FRTO	\$99.94
ASPEQ Aviation Language Proficiency L6	\$147.20
ASPEQ CPL Flight test	\$890.99
CAA CPL application fee	\$230.00
Glider and launch costs	Provider fee (variable)

Estimates of typical total CPL(G) issue costs for different scenarios:

	<u>No Gold Badge</u>	<u>With Gold Badge</u>
1. Fit pilot with no adverse medical issues	\$3,170	\$2,838
2. Pilot requiring additional medical tests	\$3,670	\$3,338

Assumptions: Scenario 1 medical \$500  
Scenario 2 medical \$1,000  
Glider & launch costs \$350  
Travel costs to exam venues not included.

## **Appendix 1 Flight Test Syllabus – Glider** (reproduced from page 202 of AC 61-5)

The test includes an oral general knowledge and pilot competency test. Failure to pass in any item of the test will result in the applicant's instructor being advised of the failure aspects and the training believed necessary before another flight test may be undertaken.

### **General knowledge test**

Certificate of airworthiness, flight manual, release to service, daily inspection book, radio certificate.

Take-off and performance requirements.

Aircraft loading, weight and balance limitations.

Aircraft inspection, pilot maintenance, and pre-flight check.

Location, use and operation of emergency equipment.

Pre-flight tow equipment check.

Glider under tow - emergency signals to and from tug aircraft.

Rope and cable break procedures.

Care and use of oxygen equipment and problems associated with high altitude flying particularly with regard to passengers of unknown health status.

### **Piloting technique test**

Pre-flight operations, including the installation of wings, tail surfaces and flying control systems specifically designed for quick removal and installation by pilots.

Take-off and climb.

Action after release.

Turns onto compass headings.

Maintaining compass headings.

Medium turns.

Stall onset and recovery.

Fully developed stall and recovery.

Stall-spin situation.

Steep turns.

Sideslipping.

Take-off and landing into wind and crosswind.

Simulated paddock landing with altimeter covered.

Air traffic control: Comply with ATS practices and procedures, and carry out communications with a degree of competency appropriate to the privileges of a CPL (G).