

a female's guide to aviation careers & hobbies



why not think aviation?



This book has been compiled and offered as an inspirational aid to aspiring women seeking to embrace aviation.

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"Appreciation goes to those who have enthusiastically contributed their time, enhancing the vision."

This booklet is meant as a guide only and no responsibility is take for the correctness or reliability of its content, nor for the use of the information that is provided.

It is recommended that the individual research the relevant information they are seeking through professional channels, some of which are also included in this booklet. We would like to thank all key stakeholders for their contributions and assistance with providing information contained in this booklet & Mrs Rosemary Arnold for approval for use of portions from her version of "Think Aviation 2201" as well as Editor's Notes from her book "First Females Above Australia – 100 years if Australian Women Pilot Firsts 1909-2009" Copyright 2010.

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List of Acronyms

ADF	-	Australian Defence Force
AME	-	Aircraft Mechanical Engineer
AOC	-	Air Operators Certificate
ATC	-	Air Traffic Services
ATPL	-	Air Transport Pilot Licence
AWPA	-	Australian Women Pilots' Association
BOM	-	Bureau Of Meteorology
CASA	-	Civil Aviation Safety Authority
CPL(A)	-	Commercial Pilot Licence Aeroplane
CPL(H)	-	Commercial Pilot Licence Helicopter
GPC	-	Glider Pilot Certificate
GPL	-	Glider Pilots Licence
LAME	-	Licensed Aircraft Mechanical Engineer
PPL(A)	-	Private Pilot Licence Aeroplane
PPL(H)	-	Private Pilot Licence Helicopter
RA-AUS	-	Recreational Aviation Australia
RPL	-	Recreational Pilots Licence
WOAW	-	Women of Aviation Week

Introduction

The aviation industry offers a wide variety of opportunities for aviation as a hobby and endless career options to those who are interested in the aviation fields.

Australian women currently make up around 6% of the total aviation pilot community, 4.5% of the Airline Transport Pilot community, 6.6% of the Commercial Pilot community, 7% of the glider community, 12% of the Air Traffic control industry, 2% of the Aircraft Engineering trade, and overall, Australian women contribute to the 12% of women involved in the professional aviation industries world wide.

In 2014, Australia began to participate in the global **Women of Aviation Worldwide Week Initiative (WOAW)** During the week, girls and women are invited to discover various aviation opportunities at locations across Australia. Numerous prizes are awarded to the winners of the week's contests and challenges.

www.womenofaviationweek.org

Australia has many aviation organisations that contribute to the mentoring, friendship and financial support of its members.

The **Australian Defence Force** heavily contributes to the encouragement and mentoring of women into roles within their network and outreach.

The **Women in Aviation International (WAI) Australian Chapter** formed in 2015 and aims to foster and mentor women and men into aviation. WAI offers an international & regional membership with a global outreach. The organisation offers various scholarships to members and a strong mentoring and educational outreach.

www.wai.org

The **Australian Women Pilots' Association (AWPA)** was founded in 1950 by the late Mrs Nancy-Bird Walton, AO, OBE, DStJ. Nancy was a pioneering Australian female aviator. In 1935, defying the traditional role of females of her time, Nancy at age 19, became the youngest woman to achieve a Commercial Pilot's Licence in the British Empire. AWPA also offers a wide variety of scholarships to members to assist with flying goals.

www.awpa.org.au

Footnote: In 1935 Nancy Bird was the first woman Commercial Pilot to be employed in Australia, setting up outback medical clinics.

Aviation as a Hobby

Gliding

Gliding

Almost anybody can learn to fly a glider.

Unlike other forms of aviation, gliding instruction is very practical in nature.

There are no complex exams to complete, and no specified number of hours of training required as the training is proficiency based.

To learn to fly a glider you need to join a gliding club. The gliding club will provide the instruction and the gliders required. Gliding activities are conducted in a club environment where all members work together to keep costs at a reasonable level for all.

When you can demonstrate your proficiency in all the pre-solo flight training sequences, your instructor will send you solo. Once the flying standard is achieved, you then move onto more advanced training which includes cross-country training and if you are interested, aerobatic training.

You will then be issued with your Glider Pilot Certificate (GPC) from your gliding club on completion of your training and reaching the required standard. The Glider Pilot Certificate is issued by the Gliding Federation of Australia and is recognised throughout Australia.

All instructions is carried out in dual control, two –seated gliders with qualified instructors. Gliding clubs generally do not charge for instruction, only for the aircraft use.

There is no requirement to hold a CASA glider pilot licence, (GPL) however it is available to all glider pilots if needed for gliding in other countries.

Gliders are launched either by another aircraft called a tug-towing the glider, a fast and efficient system capable of operating in most weather conditions all year round , or they are launched by a winch.

Some gliders are also capable of self launching.

Gliding

A **CASA** glider pilot licence (GPL) can be issued if you have a pilot certificate issued by a recreational aviation organisation that administers glider activities. For the issue of a licence, you must have undertaken at least six hours of flight time, including two hours' solo, as well as 20 launches and 20 landings in a glider or motorised glider. All applicants for a GPL must be at least 16 years old. This licence may be recognised by foreign aviation authorities for Australian pilots wishing to participate in gliding competitions overseas.

To be issued the **GPL** the following is also required:

- Class 2 medical (minimum standard)
- Aviation English Language proficiency (Level 4 or above)
- An aviation security check (ASIC/AVID).

www.casa.gov.au

To find out more about gliding contact the Gliding Federation of Australia through their website at; www.glidingaustralia.org/

Women in Gliding Week

Women in Gliding is a project funded by the Gliding Federation of Australia and state government grants.

Women currently represent only a small fraction of gliding membership and this project helps to assist the gliding community to increase participation of women in the sport. During the week long events, female glider pilots meet at a designated gliding club to participate in gliding events.

Women in Gliding Australia Facebook Page: <https://www.facebook.com/womeninagliding>

Recreational Licence

Currently in Australia, there are two types of recreational licences.

Recreational Pilot Licence (RPL)

Issued and overseen by the Civil Aviation Safety Authority (CASA)

Recreational Aviation Pilot Certificate

Issued and overseen by Recreational Aviation Australia. (RA-Aus).

The type of licence issued will depend on the school you attend, and under which governance they are operating.

www.raa.asn.au/

www.casa.gov.au

Recreational Aviation is an affordable, enjoyable hobby that is a great starting point for anyone considering aviation.

With the main motto of recreational aviation being ‘flying for fun’ pilots are specifically trained for the type of recreational flying they do. Recreational aviation (RA-AUS) offers very affordable flying options.

Many commercial pilots also hold RA licences, as the RA community is vast , offering those who become involved a supportive, community environment.

Many people dream, not only of flight, but also to be able to build their very own aircraft. Many RA pilots also build and fly their own aircraft.

There are many legitimate and safe aircraft designs that a novice can build in their home garage following specific easy to follow plans, with many of the kits already partly built by the manufacturer.

Recreational Aviation

Recreational Aviation – Differences between RPL & RA-AUS Pilot Certificate

The requirements are a little different for both licence issue depending who issues the licence/certificate RA-Aus or CASA.

CASA (RPL)

For a CASA recreational pilot licence (RPL) you must be at least 16 years old. You must have a current medical certificate (this may be either Class 1 or 2, or a recreational aviation medical)

However, there are conditions on the number of passengers you can carry if you hold a recreational aviation medical certificate only.

Applicants must:

have 25 hours' flight time (comprising 20 hours dual and five hours solo), pass an aeronautical exam with the associated rating and pass a flight test.

RA-Aus Pilot Certificate

For RA-Aus Pilot certificate you must be at least 14 years old.

You must hold a recreational medical certificate which is driver licence health standard self assessed and self declared.

Applicants must:

have 20 hours' flight time (comprising five hours solo), pass an aeronautical exam with the associated rating and pass a flight test.

RPL and RA-AUS holders are limited to:

25nm from the aerodrome where the flight began, the designated training area, or a direct route between the two; day VFR private operations in a single engine aircraft.

After gaining your Pilot Certificate you may have developed a desire to travel further or introduce passengers to the thrills of flying. To undertake either of these activities you will need to complete the passenger carriage and cross country endorsement

Upon completion of these endorsements you will be able to fly recreational aircraft with passengers anywhere in Australia excluding in controlled airspace and if you chose, you can expand your skills further and move into General Aviation (GA) flying.

Recreational Licence

So what is the difference in learning to fly Recreational Pilot (RA) versus Private Aeroplane Licence(PPL)?

A PPL(A) - General aviation licence, offers the holder some different skill sets in comparison to an RA licence, however there are many pilots in Australia who hold both licence types.

Apart from the most common difference being that the majority of GA aircraft are larger in size and engine capacity, than RA aircraft, the two licences also offer the holder different approvals.

If you hold a PPL (A) licence and choose to fly RA aircraft, in addition you must have a CASA issued RPL licence or RA-AUS Pilot certificate, you can still utilise the privileges of your PPL(A) licence on that aircraft type, so long as the aircraft is certified to operate in the designated airspace.

For example to operate in Class C, you must have a certified transponder fitted to your aircraft.

Compared to RA flying, a private license adds:

- Flying in controlled airspace
- Fly aircraft with more than two seats
- Fly at night (with extra training beyond the PPL)
- Fly on instruments / in cloud (extra training required)
- Fly aerobatics (extra training required)

RA-Aus offers scholarships to assist with the cost of learning to fly RA aircraft and gain Recreational licences.

www.raa.asn.au/gyfts/

www.raa.asn.au/

Private Aeroplane Pilot Licence PPL(A)

General Aviation (GA) Private Aeroplane Pilot Licence PPL(A)

The first step in taking up flying, as a career, to increase your current Recreational licence skill set, or simply just for pleasure, is to undertake a training towards a General Aviation Private Pilot Licence PPL(A)

The best way to investigate this type of flying is by taking a Trial Instructional Flight, (TIF), at a licensed training organisation. The TIF is with a qualified instructor who will show you the basics of the aircraft and allow you to fly the aircraft under instruction. You can then decide to move further into your GA training.

During the initial stages of flight instruction you will always be with a flight instructor. During this time you consolidate your training and build flying experience. Most likely, you will be ready to fly solo after approximately 10-15 hours of instruction, however this does vary from person to person and also depends how often you

are taking your flying lessons.

Before you can fly solo, you will need to pass the required medical checks, pass an examination in Air Law and have completed the required syllabus training. You must be at least 17 years of age and be capable of reading, writing, speaking and understanding the English language. You will also need to obtain an ARN (Aviation Reference Number) from CASA, supply photographs and identification documentation, and complete a security check.

If you have set your sights on a career in aviation, this is usually the time that your school will advise you of options for commercial training.

They may also suggest that you undertake the required medical checks which are more exacting for professional pilots to make sure you can satisfy the medical standards before outlaying considerable sums of money on flying training.

Private Aeroplane Pilot Licence continued

You need to complete a course of flight training with an authorised flying school. It includes basic general flying, as well as cross-country and instrument flying.

Flight training for a PPL (A) can be provided by CASA authorised flying schools. These schools need to hold a Part 141 or Part 142 certificate issued by CASA.

Schools which held an AOC prior to 1 September 2014 can continue providing flight training using their old AOC until 31 August 2017 or when they obtain their Part 141 or Part 142 certificate.

There are two types of courses: intensive integrated courses and non-integrated courses. Only Part 142 schools can conduct integrated courses.

To undertake the PPL (A) test, you must have acquired at least 35 hours for an integrated training course or 40 hours non-integrated training of flight time as a pilot must include:

- 10 hours of solo flight time;
- 5 hours of solo cross country flight time;
- 2 hours of instrument flight time.
- You must also pass a theory examination which covers flight rules and air law, navigation, performance and flight planning, meteorology and principles of flight.

Although the minimum experience requirement is 35-40 hours, the average pilot is ready to attempt the Private Pilot Licence flight test after about 55-60 hours.

Your flight school can explain all the CASA requirements with you.

www.casa.gov.au

Footnote: In 1927, Millicent Bryant became the first female in Australia to hold a Private Pilot's Licence – issued March 23, 1927. Two Australian females were denied "Australian" licences – Hilda McMaugh held a British Licence in 1919 and Gladys Sandford held a New Zealand Licence in 1926, yet "Australian" licences stated our nationality as "British". Australia was 17 years behind most countries in the World, allowing women to fly.

Private Helicopter Pilot Licence PPL(H)

Your training will run through the CASA syllabus from ab-initio to a PPL standard. You will complete solo circuits and training area solo flights as your training progresses this will include navigational flights and solo nav flights.

To be eligible to hold a Private Helicopter Pilot Licence, you must meet the CASA requirements.

They are:

- 17 Years of age
- Hold a valid Class 2 (minimum) Medical
- Passed a CASA Private Pilot Licence Exam
- Flown a minimum of 50 hours under the PPL(H) Syllabus

Most students will undertake their flight test, exceeding the minimum hours required by CASA. The hours to get up to standard vary for every student depending on frequency of flights and learning capabilities.

Once you have passed your PPL (H), you can add a range of various endorsements to your licence. You may want to:

- Add another Aircraft Type Endorsement
- Add a Turbine Endorsement allowing you to fly the most commonly flown turbine by Private Pilot's, the Bell 206 Jetranger.

Most flying schools will provide you these options and information regarding endorsements along the way in your training.

<http://www.casa.gov.au>

Footnote: In 1965, Rosemary Arnold became the first woman helicopter pilot in the Southern Hemisphere and the only one in Australia for 12 years. Her PPL(H) was No.10. Rosemary then held Australian, French and American Commercial Helicopter Licences and was Chief Pilot of her Helicopter Air Charter Company at Bankstown Airport, 1977. Her joyride business was very popular.

Aviation as a Career

Commercial Aeroplane Pilot Licence CPL(A)

For a Commercial Aeroplane Pilot Licence , you will need up to 200 hours of flying experience with specified time as pilot in command, cross country and instrument flight time.

If you are enrolled in an integrated CPL(A) course of aviation training with a flying school, this time can be reduced to 150 hours. The difference in hours reflects the different approach to training. With the 150 hours course, the theory and flying training are coordinated, whereas for the 200 hour option, they are often arranged separately.

Before you can attempt the CPL(A) flight test you must pass theory examinations covering similar subject areas as for the PPL but this time to commercial standard and do a Recommendation Flight with the Chief Flying Instructor. While you may undertake the flight test for the CPL(A) at 17, the licence cannot be issued until your 18th birthday.

You will be flying with an approved testing officer and will be tested on similar issues as the PPL except that the knowledge and skill areas will be covered more comprehensively.

Passing the CPL(A) test and being issued with the licence entitles you to carry passengers for hire or reward in association with a licensed air service operator. This licence is needed to operate as a light aircraft charter pilot. You will now be able to fly as pilot in command of single pilot aircraft or as co-pilot in multi-crew aircraft.

Before exercising the privileges of the licence you must pass more stringent medical examinations in order to obtain a Class 1 medical certificate. It is recommended to gain a Class 1 Medical prior to undertaking the CPL(A) training to ensure that you meet the medical requirements required to hold a Class 1 medical.

www.casa.gov.au

Commercial Helicopter Pilot Licence CPL(H)

Once you hold a Private Pilot Helicopter Licence, you can start building your hours towards your Commercial Helicopter Pilot Licence CPL(H).

A Commercial Licence will allow you to fly for financial reward ie - work as a paid Helicopter Pilot in a range of different jobs, depending on the endorsements you hold.

The CPL is quite in depth. You must study 7 subjects and pass the exams. These subjects are:

- Meteorology
- Navigation
- Air Law
- Operations, Performance and Planning
- Aerodynamics
- Aircraft General Knowledge
- Human Factors

These subjects can be self studied or can be done in a theory class room.

Some flight schools will offer this, if they don't, you may choose to attend Advanced Flight Theory course at a specialized training facility such as AFT in Maroochydore QLD.

The requirements needed to undertake the flight test are:

- Minimum of 105 flight hours. The last 30 hours of this must completed within 90 days. You must also complete these flight hours according to the CASA requirements for solo and dual hours.
- Pass a Class 1 Medical
- Passes in all 7 subjects

Most of the flying for the CPL will be done in the Robinson R44 based on practicality. You can always choose to add another aircraft to your training, but you must be comfortable in this machine for the flight test.

Students can typically exceed the 105 flight time hours CASA require as a minimum depending on frequency of flights.

Air Transport Pilot Licence ATPL

Air transport pilot licence (ATPL)

If you wish to fly as pilot-in-command of a multi-crew aircraft you will need to obtain an ATPL.

To obtain an ATPL you will undertake further theory study in advanced aerodynamics, air law, advanced navigation, human factors, performance and loading, flight planning and meteorology.

At the end of the study course, you will need to pass a theory examination which consists of seven separate subject parts.

These parts may be attempted singularly or in any number at a sitting.

CASA ATPL Licencing

For an air transport pilot licence (ATPL) to be granted, you must be at least 21 years old and hold a CPL or multi-crew licence with the same category (the exception to this is if you have a foreign ATPL).

You must have at least 1500 hours' experience for the aeroplane category or 1000 hours for the helicopter category.

In addition, the theory exams must be completed within a two-year period to remain valid. One of the most significant changes in the new regulations is the introduction of an ATPL flight test.

www.casa.gov.au

Footnote: *In 1974, Christine Davy MBE became the first female to be employed by a passenger airline, Connair and was the first to land her DC3 at Darwin's damaged airport just before midnight on December 28th 1974, to bring relief after Cyclone Tracy.*

In 1980, Debbie Lawrie (was Wardley) was the first female to be employed by a major Australia Airline (Ansett) after a lengthy legal battle.

In 1956-59, Southern Airlines hired 8 women pilots as co-pilots, radio-operators, hostesses, in the DH Doves, because women fitted better in the small cockpits; regulations required a crew of 2 pilots. They were Beth Garrett, Heather McDougall (now Zucal), Olga Tarling, Beryl Young, Olga Carmichael, Valdo Off, Phyllis Towers, Rosemary Kirby.

In 1992, Sharelle Quinn became the first female International Captain at Qantas Airlines, having been accepted there in 1985

Aviation Licence

Endorsements/Ratings

Once you have your Private Pilot Licence, you have the option of adding aircraft ratings and type ratings to your licence.

An aircraft rating is a flight crew qualification that authorises the holder to operate particular aircraft. Under the Civil Aviation Regulations (CAR)1988 aircraft ratings were previously referred to as aircraft endorsements.

Every type of aircraft, including all of its models, has a type certificate. The type certificate specifies whether it is a single-pilot or multi – pilot aircraft . Different aircraft rating systems are used depending on the purpose such as flight crew licensing, airworthiness, maintenance and flight operations.

There are class ratings for;

- Single engine aeroplanes
- Multi-engine aeroplanes
- Single-engine helicopters
- Single-engine gyrocopters
- Airship

Type ratings

All multi-crew certificated aircraft and some single-pilot certificated aircraft are designated with type ratings. Single-pilot aircraft are designated with type ratings due to the complexity of the aircraft systems or the aircraft’s performance and handling characteristics that require additional training.

Some types of aircraft have various models and where appropriate, CASA specifies that differences training must be completed before flying a different model that is included in a type rating.

Aircraft that are not designated a type rating will be contained in a class rating for the category the aircraft is in.

Specialised flight activities, you must hold a relevant flight activity endorsement, these include

- Aerobatics endorsement (AERO)
- Formation flying (aeroplane) endorsement (FF)
- Spinning endorsement (SPIN)
- Formation flying (helicopter) endorsement (FFH)

<http://www.casa.gov.au>

Aviation Licence

Endorsements/Ratings

Aircraft Design Feature

Endorsements

These endorsements will allow the pilot to fly various types of design feature aircraft.

TWU - Tailwheel Undercarriage

RU - Retractable Undercarriage

SKIL - Ski Landing Gear

MPPC - Manual Propeller Pitch Control

GTE - Gas Turbine Engine

MEAC - Multi Engine Centreline Thrust

PXS - Pressurisation System

FLP - Floatplane

FLH - Floating Hull

FLAG - Float Alighting Gear

Endorsements and Ratings

To conduct an operation you may need to hold the correct operational rating and the appropriate endorsements.

- Instrument rating (IR): any flight operation under IFR
- Private instrument rating (PIR): a single-pilot operation under IFR in a private operation
- Night VFR rating (NVFR): a flight operation at night under VFR (other than NVIS or aerial application operations)

- Night vision rating (NVIR): a flight operation at night under VFR using NVIS
- Low-level rating (LL): a low-level flight operation (below 500 feet AGL including low-level aerobatics)
- Aerial application rating (AA): an aerial application flight operation below 500 feet AGL
- Flight instructor rating (FIR): flight training for pilot licences, ratings and endorsements and grant endorsements
- Flight examiner rating (FER): to conduct flight tests and proficiency checks, and grant ratings and endorsement
- Simulator instructor rating (SIR): to conduct flight training in a flight simulation training device and—where appropriate—grant endorsements.

All design feature endorsements and ratings must be issued by a certified CASA approved person.

<http://www.casa.gov.au>

Where do I go to get trained?

The most important outcome from selecting your training organisation is that you are happy and comfortable in the facility.

You should consider what you want to achieve out of your training. If you aim to fly for pleasure, then a school that concentrates on the RA or PPL level may be able to suitably cater for your needs.

If your focus is a career as a pilot, then you will require training through to a CPL or even ATPL level.

The cheapest school is not always the best. Consider all of your options.

CASA does not require any person undertaking an Australian Pilots licence to hold formal educational requirements. The education to pass the PPL is well within the reach of the average person.

The Commercial or higher licences are certainly more difficult and it is beneficial to have a background in Physics, Mathematics and English.

Many training facilities offer the student the opportunity to undertake theory training, which is separate to the practical flying training.

Research the schools in your area and make sure that they will be able to cater to your training requirements. Consider if you will be requiring your entire training with one facility.

Look at the aircraft they are operating and make sure that these aircraft will be suitable for your needs. Remember the more fancy the airplane, the more expensive the cost.

Try to talk to as many students, instructors and other pilots as you can, the more people you ask for advice the better chance you have of making the best decision that is right for you.

Even after all of that, if you find things are not working out at the school you have chosen, you can always transfer to another provider- just ensure that you request copies of your training notes and that the school you are transferring to is able to obtain all of the previous records from the old school.

How much will it cost?

There has always been a lot of focus on the cost of learning to fly.

This will always vary depending on the type of training you are undertaking, the type of aircraft you are flying and the amount of time you are able to fly.

The more you fly the more you are re-enforcing your training and fine tune your new skills. Practice makes perfect!

Unfortunately, when your flying training is spread over a longer period of time, this invariably means it will take you a lot more hours to reach your goal as you often find yourself having to do refresher lessons.

The cost again varies between flying schools. It also depends on the type of aircraft that they are operating. The more sophisticated the aircraft, the greater the cost.

The key is to do your research and find out exactly what the requirement is for the licence type you are interested in achieving.

As an example, the CASA requirement for a PPL is 40 hours, however this is usually an unrealistic expectation to achieve within this time frame.

Most PPL pilots will achieve their licence between 60 – 70 hours of flight time on an average.

For a CPL, the integrated course is 150hrs of flying, or 200 hours with a non integrated course. Again, the time to achieve the licence can vary on your capabilities and that of the school.

Remember these hours are for the flying portion only and do not include the cost of theory exams, books, equipment and various incidentals.

Some schools do offer a total course package – however before you commit to this type of training, always review the CASA syllabus which is available on the CASA website and determine exactly what your requirements are. Then talk to as many people as you can, ask their opinion on the school they attend.

Talking to people is the key to success when it comes to finding a great school.

Pilot Careers

Military Aviation

The Australian Defence Force (ADF) consists of three services – Air Force, Navy and Army. The Air Force operate fixed wing aircraft, whilst the Army and Navy operate rotary wing aircraft. Military pilots will find themselves supporting missions throughout Australia and across the globe in operations such as search and rescue, humanitarian support, air-lift support, surveillance and border protection, air-to-air refuelling, VIP operations or combat missions.

All pilot applicants need to have completed a year 12 with passes in English, Mathematics (Tertiary Entrance Level) and two other academic subjects. Applicants need to have been deemed as suitable for pilot in the recruiting aptitude testing and be deemed medically fit in accordance with military standards.

No prior flying experience is necessary, but a keen interest in aviation, current affairs and the military is noted during the initial application phases. Pilot applicants will also need to be successful at Flight Screening prior to being accepted a pilot trainee.

To apply for roles within the ADF talk to a recruitment officer -

www.defencejobs.gov.au

Civil Aviation

To gain a career in civil aviation as a pilot will require you to undertake specific training in line with the CASA licencing requirements and training syllabus.

www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_90013

Training can be undertaken with recognised training organisations and flying schools, and there are also training courses available within the university level – Bachelor of Aviation studies.

The level of training required to be employed as a pilot is a commercial pilot licence (**CPL**).

Once you have achieved a CPL you can then be employed as a pilot in command of an aircraft and be paid to operate aircraft for your employer. There are many other endorsements and ratings that are also available to the CPL pilot.

If you choose to further your skills you may wish to take on further study and obtain an Airline Transport Pilot Licence (**ATPL**).

ADF Military Pilots

The Australian Defence Force (ADF) consists of three services – Air Force, Navy and Army.. Military pilots will find themselves supporting missions throughout Australia and across the globe in operations such as search and rescue, humanitarian support, air-lift support, surveillance and border protection, air-to-air refuelling, VIP operations or combat missions.

All pilots in the ADF are Officers.

All pilot applicants need to have completed a year 12 with passes in English, Mathematics (Tertiary Entrance Level) and two other academic subjects. Applicants need to have been deemed as suitable for pilot in the recruiting aptitude testing and be deemed medically fit in accordance with military standards.

No prior flying experience is necessary, but a keen interest in aviation, current affairs and the military is noted during the initial application phases. Pilot applicants will also need to be successful at Flight Screening prior to being accepted a pilot trainee.

There are three avenues to consider for entry to ADF as a military pilot:

1) Degree at Australian Defence Force Academy (ADFA) prior to military pilot training : Successful applicants who wish to pursue a degree prior to pilot training may apply to study at ADFA post year 12. The degree is sponsored by the military.

2) Graduate Pilot Scheme (GPS): At time of publication the ADF are offering women currently undertaking a Bachelor of Aviation Degree at Griffith University the opportunity to join the ADF under the GPS whereby the ADF will sponsor successful applicants through their flying training at university whilst paying applicants a salary.

3) Direct Entry: Young women who have completed year 12 or women who have already completed a degree may apply as a Direct Entry candidate.

There is a Return of Service Obligation associated with ADF Pilot.

More information regarding entry as pilot can be found at www.defencejobs.gov.au

Civil Aviation Pilot Careers

There are many pilot careers available in the Civil Australian aviation industry.

If you are interested in a particular career, contact the organisation and find out their employment requirements.

Most pilot careers require a CPL as a minimum in fixed wing aircraft or helicopters and more advanced roles often require extra endorsements such as instrument, night flying or turbine time.

National Parks & Wildlife Service

The NPWS has the task of managing National Parks, Historic and Aboriginal sites, recreational areas and overseeing the ongoing operations of the states and territories reserves.

CPL and various ratings/endorsements required.

www.nationalparks.nsw.gov.au/

Police Air Wing

This type of flying often involves search and rescue operations, flood relief, incidents and accidents, speed checks & emergency assistance.

CPL in fixed or rotary and various ratings/endorsements required

Contact your state police service centre for more information

Flying Instructor /Ground Instructor

A flying instructor teaches students to fly, including theory. A ground instructor teaches theory only.

A ground instructor does not require a CPL, however they do need to be proficient and have a thorough knowledge of all theory subjects as set out in the CASA syllabus.

A flying instructor must hold a CPL and be endorsed with a flying instructor rating.

Charter Pilot

A charter pilot works with an employer who holds an approval to conduct charter operations under the AOC (Air Operators Certificate)

These operations can include the carriage of passengers and freight at unusual times or between locations that are not serviced by regular public transport (RPT).

You must hold a CPL to operate as a charter pilot and be prepared to work unusual hours, load your own freight and fly to varied locations.

Civil Aviation Pilot Careers

Aero Medical Pilot

Air ambulances are used mainly for emergencies and patient transfers. Both fixed wing and rotary aircraft are used to operate these types of flights.

You must hold a CPL to operate as a pilot with an air ambulance service and often further endorsements and ratings are required.

This can be high stress work, operating in remote areas.

Royal Flying Doctor Service

This type of work is very rewarding, however extremely high stress. A pilot with RFDS must hold a CPL, be willing to be posted at any of the remote bases across Australia and prepared to be called out any time of day or night.

There are also further responsibilities involved as the RFDS pilot is often single crew operations, which are often operating in sometimes challenging weather conditions, remote air strips and stressful life threatening situations.

RFDS has high entry requirements.

www.flyingdoctor.org.au

Agricultural Pilot

This type of work is generally low level flying which includes crop spraying, seeding, defoliating and crop management. Aerial mustering includes the handling of live stock.

This type of flying requires a CPL and extra approvals and endorsements.

Search & Rescue Pilot

The search and rescue service is provided by the Rescue Coordination Centre - Australia, the national search and rescue organisation, which is part of the Australian Maritime Safety Authority (AMSA).

The authority and operates 24 hours a day. It is responsible for the national co ordination of both aviation and maritime search and rescue. Both fixed wing and helicopters are used in this type of flying.

A CPL is required with various endorsements and ratings

www.amsa.gov.au

Footnote: In 1949, Margaret Clarke (Woolhouse) became the first female crop-duster and was paid \$24 p.w. as an unskilled worker.

Margaret survived four crashes in her Tiger Moth, over many years.

Civil Aviation Pilot Careers

Airline Flight Crew

Airline pilots hold a huge responsibility in public transport. Airline pilots work well in a team environment as multi crew tasking is required. They can work long hours with minimum rest in between duties and spend many hours away from home, with their rosters often including overnights in different cities each night.

However on the up side, airline pilots get to experience the best office in the industry, are professional and self disciplined highly respected individuals.

The requirements for airlines vary from each company. Minimum CPL and an instrument rating, with previous experience in a multi crew environment and multi-engine and turbine experience are looked upon favourably.

For details on applications go to the various airline websites under careers.

Coast Guard & Boarder Protection

As a part of the Australian border protection service, Coastwatch aircraft provide civil maritime surveillance and response.

A CPL is required at a minimum for this role.

www.customs.gov.au

Airline Cadet Programs

Many airline companies within Australia and internationally offer the applicants the opportunity to train as a cadet pilot.

Generally this type of training involves the cadet committing to the airline for a duration of time after their training has been completed, this can be often referred to as 'bonded'.

Often these programs are run annually and the entry standards are quite high. Relocation to the airlines training facility is also a requirement.

These programs can be a wonderful opportunity for those wishing to dedicate their career to airline flying and certainly a great way to get into the left hand seat of passenger RPT aircraft.

- www.rex.com.au/CadetPilot/default.aspx
- www.jetstar.com/au/en/about-us/pilot-cadet-program
- www.virginaustralia.com.au
- www.qantas.com.au/travel/airlines/careers-pilot-qfcadet/global/en
- www.sharppairlines.com.au/airline_pilot_training/pilotcadetships.htm

Footnote: Several women pilots were accepted by Qantas back in the 1980s, namely: Kara Devon (O'Hagan), Nichole Hannan, Anne Bennett, Elyse Fordham.

In 1980, Lorraine Cooper and Margaret Sullivan were the first all-woman Jet Crew, of a Cessna Citation Jet.

Other Careers in Aviation

Air Traffic Services

Operated by AirServices Australia, and The Australian Defence Force, ATC controls flight information, telecommunications and briefings to air crews and search and rescue services.

Air traffic control

Air traffic control is used to manage the safe and orderly flow of aircraft into, out of, and across Australian airspace.

In Australia, air traffic control services are provided by two independent organisations. Airservices Australia controls civilian airfields and the Australian Department of Defence, through the Royal Australian Air Force (RAAF), controls military and joint user airfields, or those where there are both civilian and military operations.

In each case, air traffic controllers use systems and processes to minimise the risk of collisions, while allowing the maximum number of aircraft to fly safely in our skies.

They manage aircraft through all phases of flight, from terminal gate to terminal gate. The level of service provided by controllers varies depending on the class of airspace.

Controllers are required to multi task and deal with high pressure situations during emergencies. Training is in depth and ongoing, with deployment anywhere in Australia including in remote and regional areas

There are three broad categories of controllers: en route, terminal and tower.

En route controllers (Airservices Australia only) are responsible for the safe management of air traffic over the majority of the Australian mainland and on oceanic routes. En route control services are delivered from two major centres in Brisbane and Melbourne.

Other Careers in Aviation

Terminal controllers use radar to manage the orderly flow of aircraft arriving and departing from major city airports. An individual controller will usually be responsible for a 'sector' of airspace, such as approach or departure.

Tower controllers work in the control tower at an aerodrome and are responsible for all aircraft and vehicle movements on the taxi ways, runways and in the immediate vicinity of the aerodrome. They mainly use visual contact to monitor aircraft, providing take off and landing clearances, and monitoring movements on the 'surface' of the aerodrome,

For an air traffic control career with Airservices, you need to be at least 18 years of age and be an Australian or New Zealand citizen or permanent resident. You will also need either a year 12 pass enabling entrance to university, have a degree or tertiary diploma or hold a current private or commercial pilot license.

You must also have excellent communication skills, be able to work under pressure, have good spatial awareness and mathematical skills, be prepared to work shift work and be proficient in English. The recruitment process involves an aptitude test, interview, assessment centre and pre-employment medical and security checks.

Once selected, you will undergo comprehensive theoretical and practical training which includes simulator and on-the-job training, leading to a Diploma in Air Traffic Control.

More information on becoming an air traffic controller with Airservices is available at www.airservicesaustralia.com/careers

(note – these entry requirements are for Airservices, the Department of Defence may have different requirements).

www.airservicesaustralia.com/careers/

www.defencejobs.gov.au/airforce/

Footnote: In 1943, Yvonne Righetti was the first female to do her ATC training in Australia and worked at Essendon Airport in 1945, in ATC ²⁸

Other Careers in Aviation

Civil Aviation Safety Authority (CASA) is the government agency which implements and oversees the necessary standards and requirements applied to civil flying in Australia. CASA licences pilots, ground crew, aircraft and airfield operators. CASA is responsible for enforcing safety requirements under the Commonwealth Civil Aviation Act 1988 and the Air Navigation Act 1920.

Functions include conducting the safety regulation of:

- civil air operations in Australian territory
- operation of Australian aircraft outside Australian territory
- developing and promulgating appropriate, clear and concise aviation safety standards
- developing effective enforcement strategies to secure compliance with aviation safety standards
- administering drug and alcohol management plans and testing
- issuing certificates, licences, registrations and permits

conducting comprehensive aviation industry surveillance

conducting regular reviews of the system of civil aviation safety in order to monitor the safety performance of the aviation industry

conducting regular assessment of international safety developments

Jobs include specialists, and in some cases internationally respected professionals, covering all aspects of aviation from flight crew, cabin crew, engineers, LAMEs, air traffic controllers, aviation medical professionals to cargo handlers , rescue firefighters and ATSB investigators.

www.casa.gov.au

www.casa.gov.au/jobs/index.htm

Other Careers in Aviation

Air Transport Industry

The transport industry covers all establishments that are engaged in providing passenger or freight transport by road, rail, water or air. Included in these establishments are car parking, motor vehicle rental, stevedoring, harbour services, ship and aircraft brokerage and leasing, navigation services and airport operations. Other services are booking, travel, forwarding, customs agency services and storage facilities.

Aircraft and airports need staff for catering, cleaning, servicing, supplying of goods for passenger comfort and recreation while in-flight or waiting at the passenger terminals. Cargo handlers, truck drivers, tug drivers, telephone maintenance, newspaper deliveries, retail store supplies, chemist supplies, security personnel, and the possibilities are almost endless.

The service providers on those aerodromes, the Department of Education, Employment and Workplace Relations office and any number of other websites will offer more information.

Flight attendants are responsible for the safety and comfort of passengers on domestic and international flights. One main function is to ensure that passengers adhere to all safety procedures before and during flight. They are also trained to respond to emergencies and must pass tests to maintain skills.

On domestic flights flight attendants work a roster of about 120 hours per month. Daily shifts range from 2 to 12 hours. Work on weekends and public holidays is usually required with many airlines including overnights and away trips.

With overseas trips, flight attendants can be away from 1 to 22 days. Their shifts are usually longer due to the duration of the flights, however their rest period is also longer.

You must be prepared to spend time away from home, work shifts and be a good communicator.

Contact the airline web sites for further information.

Other Careers in Aviation

Aerospace engineers

Design, construct and operate aircraft, aerospace vehicles and propulsion systems. This includes planes, jets, helicopters, gliders, missiles and spacecraft. They are involved in researching, developing and testing new materials, engines, body shapes and structures that may increase the speed and strength of aircraft. They are also responsible for planning thorough maintenance programs for aircraft and exercising strict safety and environmental controls. Aerospace Engineers also use their knowledge of electrical, electronic and computer systems for automatic control and communication systems for the Aerospace Engineers may be responsible for investigating faulty engines or other components, and for developing repair systems. They may be involved in designing improved air conditioning or fuel systems for aircraft or ground based systems for operations such as flight control. They may prepare technical or commercial information when competing with other companies for the manufacture or supply of equipment.

The aerospace industry in Australia is changing from having an introspective defence dependent focus to a more export-oriented outlook.

Opportunities now exist for research and development into composite material and manufacturing techniques, exploring how products are made. Many aircraft components are now made from advanced composite materials, such as carbon fibre reinforced plastics.

There are three main areas of work in the aerospace industry; design and manufacture, research and development and airworthiness operations. A new graduate engineer may be involved with one aspect of a project such as calculating the type and weight of material to go into a component. Senior engineers may be in charge of coordinating a whole project, giving other engineers, technicians and draftspersons different tasks to complete, and ensuring that the project meets budget. Education and training normally requires a degree in Aeronautical/ Aerospace Engineering or a similar engineering discipline such as mechanical, electrical or electronic.

Other Careers in Aviation

Aircraft Maintenance Engineer (AME) & Licenced AME (LAME)

Where the aerospace engineer deals with the design and certification standards the LAME and AME deals with the in-service and the ongoing maintenance procedures and practices necessary to keep an aircraft operational. The AME works on the ongoing support of aircraft operators along side the Licenced Aircraft Maintenance Engineer who is licensed by the Civil Aviation Safety Authority .

Every aircraft that flies must be released by a licensed aircraft maintenance engineer (**LAME**).

People employed in the aircraft maintenance industry work in several areas.

These areas are reflected by the category of licence the LAME holds. The categories of LAME license are now broadly split into 'avionics' or 'mechanical' specialities, which means you will be working either in radio, electrical & instrument or mechanical, airframe & engine.

Training for LAME/AME roles is in the form of a competency based training within the company of employment under a registered RTO training body.

The ADF also offers careers and training within these fields.

To train as an LAME/AME you should have a good understanding of mathematics, science and english and be able to work in a team environment.

For more information

www.casa.gov.au

Footnote: In 1950, Connie Jordan (Karhula), a highly qualified LAME was the first female to gain employment at the Royal Aero Club Queensland and later with Qantas, working on DC3s in Queensland and in Sydney at the Rose Bay Seaplane base.

Connie was the fifth female LAME in Australia; she was also the first female race-car driver licensed in Queensland.

In 1930, May Bradford was the first female Ground Engineer in Australia, holding A & B qualifications. Then May became a pilot with A & B licences. Sadly May was killed in 1937 in her Klemm Eagle, which she was preparing for a solo flight to England.

Other Careers in Aviation

Meteorology

Meteorology is the science that is concerned with the study of the atmosphere, while a meteorologist is a scientist studying virtually everything about the weather, including the sky, clouds, and wind. There are different specialties within meteorology including those areas related to flying.

An aviation meteorologist is a person who applies the knowledge of meteorology to the field of aviation. This scientist interprets data and makes a prediction, or a forecast, as to what the weather is likely to be.

Aviation forecasting is ever fluid; predictions often change as the data such as wind speed and direction shift without warning. When an aviation meteorologist makes a prediction, pilots may use the information to avoid bad weather, flying over or around storms whenever possible for safety reasons.

Meteorology Technical Officer

Technical officers employed in the field of meteorology are involved in the collection and examination of meteorological data and the presentation of this data in an understandable format. This information is used by pilots, media outlets, various business organisations, community and sporting groups and members of the general public.

Officers working at international airports prepare forecasts for flights, familiarising themselves with current weather patterns and air flows and identifying any meteorological disturbances. They brief the pilots on weather conditions on the proposed route and destination, and liaise with air traffic controllers in air search and rescue operations.

Another important duty at airports is the preparation of details. Officers use their knowledge of meteorology to interpret weather charts and satellite photographs so that technical information may be simplified for enquirers.

www.bom.gov.au

Other Careers in Aviation

Electrical Engineer

Electrical engineering involves the study of electricity, its methods of production and the various ways in which it can be used for business, industrial and domestic purposes.

This field is diverse, ranging from the design and operation of power plants to the development and use of electrical equipment such as electric generators, motors and transformers, production machinery, control and testing devices, communications equipment, computers and radar networks.

Within any of these areas the engineer may be engaged in planning and development, design, construction, operation, maintenance, administration or research.

Civil Engineer

Much of the physical infrastructure of our modern society is provided by Civil Engineers. Civil Engineers are concerned with all types of structures including dams, bridges, pipelines, roads, towers and buildings.

They are responsible for the design and construction of all our transport systems, the design and management of our gas and water supply, sewerage systems, harbours, airports and railways.

In transport engineering, engineers plan, design and construct transport systems such as roads, railways, airfields and harbours. They are associated with town planners, architects, builders, surveyors, conservationists and other specialists.

Electronics Engineer

People who specialise as electronics engineers may work in such industries as communications, broadcasting, aviation, defence, robotics, computers, medical engineering or meteorology. Many electronics engineers are now finding more opportunities in entertainment, transport and telecommunications industries. Data communications, mobile radio and the broader entertainment industry all require the input of electronics engineers.

www.engineersaustralia.org.au

Other Careers in Aviation

Mechanical Engineer

Mechanical and manufacturing engineering turns energy into power and motion. Mechanical engineers design, create and improve systems and machinery that is used for domestic, public and industrial purposes. This area covers the design and manufacture of a great variety of products such as domestic appliances, industrial machinery, ships, aircraft, engines, pumps, compressors and turbines or complex systems such as the air-conditioning and ventilation systems of buildings. The mechanical area interlinks closely with other areas of engineering and applies knowledge of materials, energy and structures. Usually engineers make all design calculations and can produce the detailed drawings required for new designs.

Demand for mechanical engineers depends on activity in the manufacturing and construction industries. Many graduates cross over into the field of industrial engineering and building services

Experienced mechanical engineers may be engaged in consulting work giving mechanical and economic advice on engineering projects.

www.engineersaustralia.org.au

Australian Defence Force

Officer Careers

ADF Officer Careers

The ADF offers individuals the opportunity to join the forces as an officer. Officers are primarily responsible for those under their direct command.

They must have strong leadership capabilities and be able to work effectively in various high stress environments.

They must have a strong understanding of both theoretical and practical knowledge of all the requirements needed to operate in war-time and peace –time conditions.

For entry into the ADF as an officer you will be required to undergo extra training as well as the standard military training. Prior to entry you will also undertake the Officer Selection Board testing to determine your suitability for entry.

Once enlisted, ADF Officers are appointed for given periods depending on qualifications and training provided. Most move through the ranks and dedicate their life to a career in the ADF.

Graduate

If you have the appropriate level of Year 12 education, you can undertake part-time university studies at the Australian Defence Force Academy (ADFA) and not incur any Student Contribution Charges. Degrees on offer range from Bachelor of Arts, to Bachelor of Science, or Engineering. You may also undertake sponsored study at another university and be reimbursed up to 70% of the costs under the Defence Assisted Study Scheme.

Undergraduate

The Defence University Sponsorship is open to university students who have completed their first year of their degree. Sponsorships are available across all three services and across a number of different disciplines.

As part of the sponsorship, students receive a wage, contributions towards tuition fees, HECS fees, full medical and dental cover, superannuation and accommodation. Upon completion of their degree, students commence Officer training at the respective Service Officer training establishments. They then go on to employment training and a guaranteed career in the Navy, Army or Air Force.

www.defencejobs.gov.au

Australian Defence Force

Direct entry

General entry

There are various avenues of general entry positions in the ADF. These include direct entry with or without qualifications.

There are two categories for General Entry.

These are:

- Technical Trades / Trade Apprenticeships
- Non Technical Trades

Technical General Entry

Technical General Entry positions will be taught a specialised trade or technical qualification, just like they would at a TAFE or college (for example, Vehicle Mechanics, Electricians, Carpenters etc.). To apply for all Technical jobs, students must have completed Year 10 (or equivalent) with passes in English, Mathematics and Science (with a Physics content) and one other subject.

Non Technical General Entry

Non-Technical jobs cover a wide range of careers from healthcare to combat. All training is provided by the ADF and students normally receive civilian accreditation after a qualifying period (for example Cooks, Dental Assistants, Drivers and Storemen etc.). To apply for all Non-Technical jobs (excluding Psychological Examiner), students must have completed Year 10 (or equivalent) with passes in English and Mathematics.

To gain entry into the ADF you must be 17 years of age, be an Australian citizen or eligible to apply for citizenship. You must also be prepared to be posted anywhere in Australia and sometimes overseas.

You must have year 12 or the equivalent and pass all required medical testing procedures.

For further information contact a Defence Recruitment officer.

Testimonials

At 9, my Grandmother told me she was taking me to Hong Kong for a birthday shopping spree, what little girl isn't up for that! Then the reality of having to fly sank in and I was slightly scared and almost didn't go, flying scared me! But then something crazy happened. We lined up on the runway, the engines roared and we went buzzing down the runway and soared in to the sky. That was it, that was all that I needed to change a dream of being an architect and becoming a pilot!

For my 16th birthday, my parents brought me a TIF in a Tomahawk! I loved it and I immediately started working my first job to save money to start my licence. I had my SPL before I had my L's for a car! Finishing school, I pushed hard to study and build my CPL hours, and soon after I found out I was pregnant, my training took a back seat for a short time.

When my son turned 3, I started flying again. I was able to build more fixed wing hours and work towards my CPL. Then something even crazier happened... I did a TIF in a Helicopter. Having been 'peer pressured' in to it by the boys at the Heliport I was instantly hooked! The buzz I had from flying around in an R22 was amazing!

From that moment, I knew my heart belong in the cockpit of a helicopter. The dream of being a Corporate Jet Pilot flying around in my Global Express had instantly shifted and it was all thanks to the rotors flying above my head! So now I'm working on finishing my CPL(H)! I have worked in Aviation for almost 9 years. I have learned so much about this industry and I have been blessed to find my feet here. There is no other place I can imagine working, I live and breath aviation!

It can be tough being a female in this industry. It's even tougher being a female flying helicopters and proving yourself.

Females in aviation are a small minority, but the females flying heli are even smaller again. But if your heart is in it, it's easy to stand tall and hold your ground. Show the world you are capable, know you can do it and push forward.

The Australian Women Pilots Association and the WOAW initiative is a great support for women, it's that confidence boost when you feel defeated, it's that pillar of strength you can call on when you feel it would be easier to just give up.

I have pushed forward and set my own goals. I have been a single mum working hard to achieve those goals. I have had others doubt I could do it, but I've done it. I've done it for myself and I have done it for my son.

Show the boys you can give them a run for their money!

Lisa Wilkin
Heli Pilot
Bankstown Helicopters, Sydney

Testimonials

My name is Tammy Astill and I work as an Air Traffic Control Line Manager, or ALM in Oceanic and Transcontinental Services, which was previously known as Upper Airspace Services. I work in the Brisbane Centre and supervise a team of staff that manage HF communications across 11 per cent of the world's airspace.

My career path is somewhat different from most air traffic controllers as the first 11 years of my working life were spent as a mathematics teacher, firstly in outback Queensland and then at a British International School in Brunei. It was during this time working overseas that I developed an interest in aviation through my frequent trips to and from Australia and Brunei and getting to know many of the pilots working in the area.

I moved back to Australia and decided the time was right for a change of career. Sparked by my interest in aviation and remembering an advertisement I had seen eight years earlier I applied to join Airservices as an air traffic controller.

I have been with the organisation for nearly 10 years now, most of this time spent as a controller which I loved, but I missed some of the aspects from my teaching career so moved into the line manager role. In this position I am responsible for managing my team and take great pride in ensuring everyone is given the opportunity to perform their roles to the best of their ability.

I also get to use many of the skills I developed as a teacher through training staff who are learning new roles.

I would love to describe my 'typical day', but there is no such thing as typical, every day in air traffic control is different. We learn very quickly to expect the unexpected which I love as it means I have great variety in my job and get to interact with a wide variety of people from across Airservices.

I encourage anyone and everyone to consider a career in air traffic control. As a controller you will develop a great work ethic and work in a challenging environment. You will finish each shift knowing you have contributed to keeping Australian skies safe and you get to work with a great team of people from so many different walks of life – even maths teachers!

Tammy Astill
Air Traffic Control
Line Manager
Airservices Australia

Testimonials

My started flying as a result of a birthday present of a flying lesson on my 37th birthday. The addiction to flying was instant and once I'd achieved my Private Pilots Licence, I joined up with like minded people and began exploring Australia by air; a really magnificent way to see the world!

At the time I was a Primary School Teacher, but spent every spare moment at the airport. I never said no to any chance to be in the air! Eventually, I achieved my Instrument Rating followed by my Commercial Pilots Licence which allowed me to become a flight instructor. For a couple of years, I taught flying before and after my school teaching and during school holidays. I finally gave away school teaching for good and started full time instructing with a company at Bankstown Airport.

Just last year, I started my own flying school employing two other instructors at Cowra. The rewards from aviation are amazing! I've met so many truly inspirational people through aviation in many different areas.

I've learned good things about myself as well and have really grown in confidence. There's been challenges in running my own business but so many people willing to help. I get to watch the seasons change from above and visit so many places that would never have been possible before flying.

Lyn Gray
Chief Flying Instructor
Fly Oz Pty Ltd

Footnote: June 11, 2006 Lyn Gray was the first Australian woman to survive a ditching in the Pacific Ocean. A most experienced ferry pilot with more than twenty such crossings, USA-Australia.

When I was 4 years old I was a passenger in the back seat of a Cessna 172 with my father and his pilot friend. I have never forgotten that experience, propped up on 3 cushions so I could see out of the window, with my lunch box on my lap, in total awe of what I was experiencing. From that moment on all I wanted to do was be up in the sky and I was determined that one day I would be the one at the controls.

I chose to pursue my flying interests initially as a hobby and gained my private licence over a 12 month period.

Once I started flying for fun, I soon realised that I was able to pursue my passion further and expand my training to gain a career in aviation.

I have always had great support throughout my career from family and friends and the network of people I have met throughout my time in the industry.

The aviation community is a close network and you find there are always people who are willing and able to assist you.

I always encourage others to get involved in female orientated aviation organisations such as AWPA or WOAW as these organisations are focused on assisting females within the aviation community.

I am also an active member of my local aeroclub and various other organisations such as AOPA, Antique Aeroplane Association and Australian Warbirds.

Tammy Augustin
Commercial Pilot
Panorama Airways, NSW

Footnote: Tammy Augustin is the 2015 Awardee of the "First Females Above Australia Encouragement Award" in recognition of her great tenacity, dignity and determination while pursuing her aviation goals. Tammy's leadership qualities inspire others to be their best and that anything is possible

Testimonials

I have been flying for 16 years and still love it. I often tell people that I have a job but that I don't work!!

I learnt how to fly at Archerfield in Brisbane and after finishing my CPL and instructors rating I finally got a job in Townsville as an instructor/charter pilot. I spent the next three years flying throughout NW QLD based both in Townsville and Mt Isa; getting my instrument rating, completing my ATPL subjects and getting my Grade I Instructors rating before landing a job with the Queensland Government Airwing as a co pilot on their Kingair 350. This was my break and I took advantage of it. As I already had all of my qualifications, I was upgraded to PIC on the Kingair and eventually went to sim school in the USA to do my command rating on the Hawker 850 corporate jet that the government also operated.

After four years with the Airwing, I was offered a job starting a corporate flight department for a private owner of a Hawker 850.

That was seven years ago and I haven't looked back. The Hawker was his first aircraft and he wasn't sure what he really was going to do with it. We ended up travelling the world. Every year for the European summer we would base the aircraft in Europe and spend three months doing the best flying of my career. It has been a blast!

My advice for anyone looking to start in aviation; you have to love it, if you are just doing it to 'be a pilot' then it is not worth it. Waiting to get that big break is hard work and you need to love to fly to keep doing the crap jobs until the big one comes along ;-)

And never knock back a qualification.

Even if you don't want to be a career instructor, get the Grade I Instructor rating if it is offered!

Sally Shaw
Hawker 850 Pilot, QLD

My stepfather is an air traffic controller, it always seemed like a really interesting and different job. Growing up I had my heart set on joining the health industry and was accepted into an occupational therapy degree when I finished high school. I knew early on the course that it wasn't for me. I began researching other careers and Airservices was advertising for controllers so I tagged along with my step-dad to Moorabbin Tower as well as the Melbourne Centre to see what the job would be like and knew almost straight away that I wanted to become a controller. I was accepted into Tower Course 59 and my time at the Academy was one of the most challenging yet rewarding experiences of my life. I didn't have an aviation background so the first couple of months of theory were tough, but gave me the drive to succeed and strong work ethic that I would need when my training was completed. I spent several months training on the simulators at the Academy and then field training before being endorsed as a controller. The 10 months at the Academy were made easier by the supportive instructors, managers and staff that helped us through the course, I also made a great bunch of friends and even though we are now spread across Australia we all keep in touch. I love working in the tower environment and the small team in Mackay are a fantastic group to work with. Working in the tower is fast paced and everyday presents a new challenge, my favourite part of the job is the adrenaline rush of a busy sequence of flights and the satisfaction I get knowing that I have contributed to keeping all the aircraft and most importantly their passengers and crew safe. I have also recently become an on the job training instructor (OJTI) which has provided a new set of challenges, but its great working with new controllers to Mackay and passing on some of my knowledge and experiences. I can honestly say there isn't much I don't love about my job. I feel very lucky to say that although I come to work everyday.

Melissa Lindsay
Airservices Australia



PHOTO YARRUTA

You have choices

balloon pilot* air traffic controller * aerobatic pilot * flight rescue crew *
 electronics engineer * aviation educator * defence force *
 electronics engineer * private pilot * ultra light pilot *
 radar controller * aviation flight instructor * helicopter pilot*
 government * aeronautical engineer * aircraft designer *
 airline crew * flight operations * airline pilot*
 airport designer* charter pilot *
 royal flying doctor pilot*

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