



## Bachelor of Aviation (Domestic students)

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### Program code

1028

### Commencing in

For Continuing Students Only

### Available at

### Duration

3 years full-time

### Credit points

240

## About this program

This program is designed to provide you with the core skills needed for lifelong learning in the constantly changing aviation environment. In third year, you will have the opportunity to undertake a short research project, which can be sponsored by an organisation or individual within the industry.

You will also be offered the opportunity to enrol in the Graduate Diploma of Flight Management, and subsequently apply to join the Qantas cadetship program.

## My attendance during the program

### Attendance information

The Bachelor of Aviation is offered only in full-time mode. Courses are offered on-campus at the Nathan campus although some courses may be offered in external mode or via the internet (fully online) with no requirements for on-campus attendance.

As a full-time student you will generally attend 15-20 hours of scheduled classes per week throughout the trimester. Classes may be scheduled during the day and evening throughout the week. The Bachelor of Aviation includes some core and optional courses which may be scheduled on Saturdays and Sundays between the hours of 9am and 4pm and it is expected that if you enrol in these courses as an on-campus student you will be available to attend.

## Special requirements for Pilot Stream (domestic students only)

### Time limit for completion

In order to maintain recency of knowledge, skills and professional competence, within the Pilot Stream a maximum of two years is permitted to complete the Graduate Diploma of Flight Management and the final 60 credit points of the Bachelor of Aviation coursework. For students who do not comply with the maximum period of study for completion of the combined qualifying degrees, a case for review can be made, on an individual basis, and approval to include the out-of-limit study in the degree will be at the discretion of the Program Director and the Dean (Learning and Teaching).

### Aviation Reference Number (ARN)

An **Aviation Reference Number** is a 6-digit number given to all people in the aviation industry. The number stays with the holder for life and is used for all CASA dealings. An ARN is required before a student can apply for a Class 1 Aviation Medical Certificate. You are urged go to the **Civil Aviation Safety Authority (CASA)** website for details on obtaining an ARN.

It is the prospective student's responsibility to meet the costs of obtaining an ARN.

### Medical standards

Before enrolling in the Bachelor of Aviation, students in this Stream are required to have:

- obtained a A Class 1 Aviation Medical Certificate; and
- provided a certified copy of a current CASA Class 1 Aviation Medical Certificate with the *Admission to the Bachelor of Aviation Coversheet* (available from the **Student forms** website).
  - These tests are in addition to the standard medical examination.
    - Class 1 Initial Issue

- ECG, audiogram, estimation of fasting serum lipids and fasting blood glucose and an examination by CASA Designated Aviation Ophthalmologist.
- Class 1 Renewals
  - ECGs are required at the first renewal after the 25th, 30th, 32nd, 34th, 36th, 38th and 40th birthdays, and annually thereafter.
  - Audiograms are required at the first renewal after the 25th birthday and every fifth birthday thereafter.
  - Estimation of fasting serum lipids and of fasting blood glucose is required at the first renewal after the 25th birthday and every fifth birthday thereafter.
  - Examination by CASA Designated Aviation Ophthalmologist at age 60 and at two-yearly intervals thereafter.
- You are urged to make enquiries with a flight-training provider or go to the [Civil Aviation Safety Authority \(CASA\)](#) website for the names of those medical practitioners who can issue Class 1 Aviation Medical Certificates.
- It is the prospective student's responsibility to meet the costs of obtaining a CASA Class 1 Aviation Medical Certificate. It is the student's responsibility to have a current CASA Class 1 Aviation Medical Certificate.

### **Pilot Aptitude Assessment**

Major airlines use mathematics/numerical skills tests as part of the general entry pilot or cadet selection procedure. This is the area where students are most likely to fail to achieve the required standard. Students applying for entry to the Bachelor of Aviation Pilot Stream are strongly recommended to complete a Pilot Aptitude Assessment before entry into the program. Students are required to use one of the Pilot Aptitude Assessment organisations listed on the Griffith Aviation website.

A Pilot Aptitude Assessment will highlight which aptitudes can be improved through learning and practice (for example mathematical reasoning) and those aptitudes that are more innate in the candidate. The end report will allow the potential student and their supporters (for example parents) to make an informed judgement on whether they are likely to be successful as a pilot. It will also let the potential student know which aptitudes they will need to improve during their course.

It is strongly recommended that students discuss their completed Pilot Aptitude Assessment with a family member or significant other to ensure that their decision to undertake the Bachelor of Aviation (Pilot Stream) is an advised one. The Pilot Aptitude Assessment will enable subsequent appropriate management of their Practical Program (the Graduate Diploma of Flight Management). It is the prospective student's responsibility to meet the costs of completing a pilot aptitude assessment.

For admission to their Practical Program, the Graduate Diploma of Flight Management students will be required to have achieved a pass in the Pilot Aptitude Assessment. Those students who have achieved a pass in the Pilot Aptitude Assessment prior to admission to the Bachelor of Aviation will not be required to re-sit if they commence the flight training component of their studies within five years of passing the test. Those students who sit and do not pass the Pilot Aptitude Assessment prior to admission to the Bachelor of Aviation may re-sit prior to admission to the Graduate Diploma of Flight Management provided that at least six months have passed since the previous attempt. Those students who delay sitting the Pilot Aptitude Assessment until the time of seeking admission to the Graduate Diploma of Flight Management are asked to note that, in the case of a fail, they cannot re-sit for at least six months, which will delay their admission to the Graduate Diploma until the criteria for the Pilot Aptitude assessment are met.

### **Mentoring Aviators through Educational Support (MATES)**

Students in the Bachelor of Aviation Pilot Stream must attend the *Mentoring Aviators through Educational Support* professional development program (MATES) whilst enrolled in the Bachelor of Aviation.

Students must attend 100% of the MATES program as determined by signing of the roll. MATES is based upon the student making clear attempts at further development of their commitment to the profession. The profession requires members to be competent leaders, team members, written and oral communicators and committed to the continual improvement of the profession. These skills are taught, practiced and assessed in MATES activities. Staff and students are involved in feedback to students regarding their skills in each of these areas. By attending and participating in MATES activities, students show their commitment to the profession and to their skill development and continued improvement within the profession. When not able to attend MATES, students must email the leader of their 'flight group' either before, or as soon as possible after, the absence, informing them of their inability to attend and why. Failure to inform of inability to attend, or failure to complete assigned tasks, will exclude students from eligibility for entry into the Graduate Diploma of Flight Management (with any relevant extenuating circumstances taken into consideration for non-attendance)

### **Preparatory training**

Students in the Bachelor of Aviation Pilot Stream must successfully complete specified preparatory training related to the Practical Program. This preparatory training includes aeroplane preparatory training, study and assessment of standard operating procedures, aeroplane technical knowledge, pre-flight, in-flight and post-flight procedures.

The preparatory training is spread over all trimesters in Years 1 and 2 within the MATES program.

### **Student Income Support**

To be classed as a full-time student, you are required to enrol in a minimum number of credit points each standard study period. The minimum credit points for full-time enrolment in this program is 30 credit points.

Trimester 1 and Trimester 2 are deemed standard study periods. As Trimester 3 is a non-standard study period, continuing students moving from one year to the next will not be required to study during this trimester to be eligible for student income support.

Domestic students who commence in Trimester 3 may be eligible for student income support from the onset of study provided they are enrolled full-time in this study period.

Please refer to the [Australian Government website](#) for more details.

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## **My career opportunities**

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Graduates will be ready to work in the field of general aviation. Depending on the Bachelor of Aviation stream completed, employment opportunities include charter work, flight instruction (theory and practical), aerial services such as agricultural spraying, aerial surveying and photography, first officer positions with regional airlines and in the Australian Defence Force, management, research and human resource management, and in government organisations such as the [Civil Aviation Safety Authority \(CASA\)](#).

## **What are the fees?**

### **Commonwealth supported students**

- The fee is indicative of an annual full-time load (80 credit points) in a program categorized to one of the Australian Government's three broad discipline areas (student contribution bands). A student's actual annual fee may vary in accordance with his or her choice of majors and electives. The Australian Government sets [student contribution amounts](#) on an annual basis.
- [Find out more...](#)

### **Fee-paying undergraduate (domestic) students**

These fees are only applicable to domestic students who are not Commonwealth supported including:

- Full-fee paying domestic students who commenced their program prior to 2009.
- International students who have been approved to pay domestic tuition fees after obtaining Australian or New Zealand citizenship or permanent residency or a permanent humanitarian visa and who have not obtained a Commonwealth supported place.

### **Tuition fees**

- A fee-paying undergraduate student pays tuition fees.
- Students are liable for tuition fees for the courses they are enrolled in as at the census date.
- The tuition fee is charged according to the approved program fee for the trimester in which the student is enrolled.
- [Find out more...](#)

### **FEE-HELP**

Eligible undergraduate fee-paying students may defer their tuition fees by taking out a FEE-HELP loan which is part of the Higher Education Loan Program (HELP). Payment of the loan is via the taxation system when income reaches a specified level.

- [Higher Education Loan Program \(HELP\)](#)

### **Further information**

- [Calculating tuition fees](#)
- [Fees and Charges Policy:](#)
  - [Schedule E - Fees for Undergraduate Students \(Non-international\)](#)
- [Financial help and support](#)

#### **Additional fee information**

*Aviation tuition fees:* Domestic students undertaking the Pilot Stream, who are accepted into the [Graduate Diploma of Flight Management \(4140\)](#) program, are advised to refer to the program catalogue entry for advice on the program fee. In addition to the program fee, Graduate Diploma students incur, at their own expense, the costs of 'tools of trade', such as headset/ flight bag/ regulatory documentation/ maps/ charts (similar to the equipment required for the practical elements of a medical degree), which remain their property for use in their aviation careers.