

FLIGHT TRAINING INFORMATION



Professional Flight Training to meet your needs.

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1 QUEENSLAND AVIATION SERVICES COMPANY PROFILE

Queensland Aviation Services has been established for over 13 years as an Aircraft Charter and Flying Training Company. Our Head Office is situated at Caloundra, on Queensland's picturesque Sunshine Coast, and from here we also administer several other charter bases, including Brisbane, Sunshine Coast, Mount Isa and Weipa / Cape York. Flying schools are located at the Sunshine Coast.

Based at Caloundra are three Twin-Engine charter aircraft, comprising an 8 seat Piper PA31 Navajo, a 6 seat Cessna 310R and a 6 seat Piper PA34 Seneca. The Navajo has a neat interior with club seating and comfortably fits 5 to 6 passengers, and up to 7 for shorter trips. The Cessna 310 and Seneca are perfect for up to 3 passengers on shorter trips, but can take up to 4 if required. We also have access to an 8 seat Piper PA31 Chieftain at Brisbane. This aircraft is in full VIP configuration with leather seats, air-conditioning, and club seating with passenger tables. All aircraft are equipped and crewed for all weather and night operations, and can be ready for departure from Brisbane with only 1 hour 30 minutes notice (subject to aircraft availability), 24 hours a day, 7 days a week.

Our main Flying School is also based at Caloundra. From this base, flight and ground training for Private and Commercial Pilots Licences, Night VFR and Command Instrument Ratings, GPS and Multi-Engine Endorsements, and all Flight Reviews are conducted. Our Caloundra Training Facility also specialises in Commercial and Instrument Rating Training, and because all of our instructors are also charter pilots, we can offer a high standard of training and a definite '*commercial*' aspect to all training.

The Caloundra Office also administers charter bases at Weipa (our most northerly base), operating Twin-Engine Beechcraft Baron 58 and Piper PA32 Cherokee Six aircraft. Our Mt Isa & Cairns bases operate a number of Barons which have 6 seats and a 10 Seater Piper Chieftain, and are equipped and crewed for all weather day and night operations. The Cherokee Six is a single engine, 6 seat aircraft, and is perfect for day trips for up to 4 people, however it cannot be used in adverse weather or at night for passenger carrying operations.

Queensland Aviation Services has a thorough Training and Checking system to ensure all of our flight crew maintain the highest of standards in safety, efficiency and passenger service

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2 GREAT LOCATION FOR LEARNING TO FLY

The Environment

Situated in South East Queensland and 45 minutes by road north of Brisbane, our Caloundra training facility enjoys an almost perfect climate for learning to fly. With the mild seasonal variations in temperature and sunshine on most days of the year, keeping to a well defined training program is easy (with minimal disruption due to weather). The local area offers all types of aviation airspace found throughout Australia, thus ensuring a broad base of experience during your training. The Caloundra area is an exciting coastal hub that has all the services and conveniences that you are likely to require .

The Caloundra Aerodrome has two sealed bitumen runways equipped with runway lights (PAL system) and it's only a short flight from both Brisbane International and Maroochydore Airports, allowing students to train in both types of Civil Airspace, with the Military airspace of Amberley and Oakey close by, enabling training throughout the range of Airspace.

Because we have always operated aircraft in Charter as well as Pilot Training, we believe that we include a strong "real life" aspect into our training courses. To this end all of our flight instructors have previously or currently operate aircraft in charter for this company. This knowledge and their operational experience directly benefit their students.



3 WHY SMART STUDENT PILOTS CHOOSE QAS?

At QAS we have flight training facilities, dedicated to producing the most professional pilots by using an individually tailored training program to get the best results for each student.

OUR FACILITIES

Flight Training

Queensland Aviation Services is known throughout Australia for our exemplary standards of Flight and Theory tuition. Drawing on our extensive Charter experience, our training has a strong practical and commercial thread throughout.

The Team

To ensure the highest standards, all our flight instructors have a substantial amount of instructional experience in all areas of the flying training syllabus, ranging from Ab-initio (beginner) training to commercial and Command Instrument Ratings. Our instructors also have a strong charter background, making the training as practical and commercially orientated as possible.

Although we traditionally specialise in providing professional training for commercial licenses and instrument rating, our instructional team are only too happy to provide training for the private pilots licence and conduct Aeroplane Flight Reviews.

Accommodation

Accommodation is readily available at nearby motels, caravan park or units/apartments which may be rented at reasonable rates. Ask our helpful staff for more information if you require assistance with sourcing accommodation.

Medical Certificates

We can arrange for you to obtain your Aviation Medical Certificate for both Private Pilots Licence and Commercial Pilots Licence by one of the local CASA approved Aviation Medical Examiners in the Sunshine Coast area.

QAS Fleet

Queensland Aviation Services training aircraft consist of a C172, a Piper Arrow (with retractable landing gear) and for the advanced stages of training, a Twin Engine PA34 Piper Seneca. All our aircraft are maintained to the highest possible standards with engineering facilities located next door. Each aircraft has been specifically selected to enable the student to progress through each phase of training smoothly and transition to each more complex aircraft efficiently.

4 COURSE OVERVIEW

This information booklet is designed to give you some idea of what is involved in becoming a Pilot.

Because we have always been a commercial aircraft charter operator, we believe that we include strong “real life” aspects into our training courses.

If you are seriously considering becoming a Private Pilot then we strongly recommend that you ascertain whether you are medically eligible for an Australian Class 2 Aviation Medical prior to undertaking any training. We are able to provide contact details for local Aviation Medical Examiners on your request.

The following pages detail how your course will be structured and the approximate costs involved. Of course, if you have any questions you are most welcome to contact our helpful staff who will answer any questions you might have.

Flight Training Programs Offered

Private Pilots License:

The Private Pilots License (PPL) allows you to fly aeroplanes anywhere in Australia, privately for your own enjoyment. It can also be the first step on the path to achieving the dream of becoming a Commercial Pilot.

Approximate Time Required: 3 Months - Full Time, 5 Days per week (excludes time required for theory examinations)

Commercial Pilots License:

The Commercial Pilots License (CPL) allows you to work as a paid pilot and is the first step to your career in Aviation. The Full time course is designed to take a student with little or no prior experience up to a standard at which they can pass the Commercial Pilots License test; however anyone can join the course - no matter what their experience level. The course can also be undertaken on a full or part time basis.

Approximate Time Required: 4 Months (excludes time required for the Commercial Theory examination)

Private IFR:

Allows a Pilot to obtain a basic enroute instrument rating and add flight procedure authorisations (FPA's) for Arrivals, Departures and Instrument Approaches on an as required basis. This Rating is perfect for the Private Pilot who does not want to be restricted by bad weather.

Command Instrument Rating:

Aimed at the Commercial Pilot or Private Pilot who needs to be able to regularly fly in bad weather and represents the pinnacle of flight training achievement. This rating will take you to the highest standards in all areas of your flying, and lift that 'fair weather' restriction from your license. **OAS** Specialises in the Command Multi and Single Engine Instrument Ratings. We believe that with our strong commercial IFR background, we can provide students with a solid foundation of experience that will allow them to advance in their careers as charter pilots. We also cater for Multi-Engine Aircraft Type Endorsements (PA34, PA31, Baron, and C310) and Instrument Rating renewals, and can usually arrange renewals on short notice as you require.



5 GFPT & PPL COURSE

Your Course

There are several levels of training and licensing that can be achieved. Completion of each Phase is dependant on your ability and effort. Whilst becoming a Private Pilot is not usually very difficult for most people, students must be dedicated to their course in order to achieve good results in the approximate time and expense.

The estimated times required for each phase are dependant on both your ability and the weather.

A few words you will need to know to understand the course:

- GFPT: The General Flying Progress Test
- PPL: Private Pilots Licence
- C172: Our basic trainer, the single engine Cessna 172.
- Dual: Instructional Flight, training with one of our experienced instructors.
- Solo: Flight where you are in command of the aircraft, without an instructor.

Phase One – The General Flying Progress Test

Purpose: An intermediate Phase to the Private Pilots Licence, the GFPT includes basic aircraft handling and operations training.

Course Breakdown:

Theory:

Briefings:	8 hours @ \$50/hour:	\$ 400.00
Exams:	Pre Solo, Pre Area Solo & BAK	\$ 75.00

The theory component of the GFPT consists of several parts, all of which are conducted by QAS. Theory study is required to pass the three written exams, Pre Solo, Pre Area Solo and Basic Aeronautical Knowledge (BAK). All ground briefings are covered in the cost above and are done before and after each flight. 8 hours is based on an Approximate amount required, however if more time is required to understand various concepts, extra briefing time is also available. It is quite reasonable for most students to successfully home study for tests and complete all briefings in 8 hours.

Flying:

Dual C172:	20 hours @ \$230/hour:	\$ 4,400.00
Solo C172:	5 hours @ \$190/hour:	\$ 950.00
Test C172:	1.5 hours @ \$190/hour: (plus test fee)	\$ 495.00

This stage of flying consists of the basic flying training in our local training area and teaches the core concepts of flight. Somewhere in this stage you will complete your “first solo” flight.

Total for GFPT:	\$ 6,245.00
Time required (full time):	4 weeks
Time to Date:	4 weeks

Phase Two – The Private Pilots Licence (PPL)

Purpose: Allows you to fly almost anywhere in Australia with your own passengers on board.

Course Breakdown:

Theory:

Briefings:	8 hours @ \$50/hour:	\$ 400.00
Exams:	PPL Theory Exam	\$ 109.00

The theory component of the PPL consists again of theory tests and briefings. Also you will have to pass the PPL theory test which is conducted regularly by Assessment Services Limited on behalf of the Civil Aviation Safety Authority. The briefing component takes you into the navigational stage of flying training where you begin training for the primary purpose of Aviation, Cross Country Transportation.

Flying:

Dual C172:	19 hours @ \$230/hour:	\$ 4,370.00
Solo C172:	5 hours @ \$190/hour:	\$ 950.00
Test C172:	3 hours @ \$190/hour: (plus test fee)	\$1,000.00

The Flying component of the PPL consists of practical navigation training and practice preparing you for your PPL test. Revision of all basic flight procedures is included as well as other concepts required for safe flight.

Total to PPL:	\$12,884.00 (approx)
Time required (full time):	4 weeks
Time to Date:	8-12 weeks

Phase Three – The Night VFR Rating (Optional)

Purpose: This rating on your brand new PPL allows you to fly at night under good weather circumstances. This is an optional Phase; the reasons for this and the decision about whether to do this rating should be discussed with our staff before or during your training.

Course Breakdown:

Theory:

Briefings: 5 hours @ \$50/hour: \$ 250.00

The theory component of this part of the course looks into the human factors involved in night flight and also some aspects of Radio Navigation.

Flying:

Dual C172: 11.5 hours @ \$230/hour: \$ 2,645.00

Test: 3.0 hours @ \$190/hour: (plus test fee) \$ 920.00

Total for NVFR: \$ 3,815.00

Time required (full time): 2 weeks

Required Documents for the PPL:

Listed below are the required documents for the PPL. QAS are able to acquire these documents, at the prices listed below, on your behalf or you are able to purchase from other stockists.

(Prices Current as of October 2005)

Pilots Log Book	\$ 25.00
Reference Texts (with 12 month amendment service):	
Aeronautical Information Publication (AIP)	\$129.95
En-route Supplement Australia (ERSA)	\$109.65
Maps and Charts (with 12 month amendment service):	
World Aeronautical Chart (WAC) – Brisbane	\$ 12.00
World Aeronautical Chart (WAC) – Armidale	\$ 12.00
Visual Terminal Chart (VTC)	
– Brisbane / Maroochydore and Coolangatta	\$ 12.00
– Brisbane / Oakey and Rockhampton	\$ 12.00
En-Route Chart (ERC) – 3/4	\$ 12.00
Terminal Area Chart (TAC) – 1/2	\$ 12.00
Planning Chart Australia	\$ 5.00
Nav. Equipment	
CR-3 Flight Computer	\$ 55.00
Rotating Azimuth Plotter - Nav. Ruler	\$ 18.50
Skylines VFR Kneeboard	\$ 17.00
Theory text books to PPL Standard x 2 (B. Tait Series)	
BAK	\$ 79.00
PPL	\$ 79.00
Flying Training Manual (Aviation Theory Centre)	\$ 65.00

6 CPL COURSE

If you are seriously considering starting a career in Aviation we strongly recommend that you ascertain whether you are medically eligible for an Australian Class 1 Aviation Medical. We are able to supply contact details for local Aviation Medical Examiners.

Your Course

There are several levels of training and licensing that can be achieved. To become employable as a charter pilot all you need is a Commercial Pilots Licence. However we strongly recommend completing a Command Multi-engine Instrument Rating which will greatly enhance your employability. The following is a breakdown of the course and costs involved to reach this standard. Completion of each Phase is dependant on your ability and effort. Becoming a qualified Commercial Pilot is no easy feat and it requires a lot of dedication on your behalf. However, the personal rewards are high and it is certainly not out of any persons reach.

The costs are based upon the completion of the full Commercial Pilots Licence course. The estimated times required for each phase are dependant on both your ability and the weather.

A few words you will need to know to understand the course:

- **GFPT:** General Flying Proficiency Test
- **PPL:** Private Pilot License
- **CPL:** Commercial Pilots License
- **C172:** Our basic trainer, the single engine Cessna 172.
- **Dual:** Instructional Flight, training with one of our experienced instructors.
- **PA34:** Our advanced trainer, the twin engine Piper PA34 Seneca One.
- **Solo:** Flight where you are in command of the aircraft, without an instructor.

Phase One A – The General Flying Progress Test

Purpose: An intermediate Phase to the Private Pilots Licence, the GFPT includes basic aircraft handling and operations training.

Course Breakdown:

Theory:

Briefings: 8 hours @ \$50/hour: \$ 400.00

The theory component of the GFPT consists of several parts, all of which are conducted by QAS. The 3 simple theory tests that must be passed are home-studied for with the aid of textbooks provided in the CPL course theory package. All ground briefings are covered in the cost above and are done before and after each flight. 8 hours is based on an Approximate amount required, however if more time is required to understand various concepts, extra briefing time is also available. It is quite reasonable for most students to successfully home study for tests and complete all briefings in 8 hours.

Flying:

Dual C172: 20 hours @ \$190/hour: \$ 3, 800.00

Solo C172: 5 hours @ \$160/hour: \$ 800.00

Test C172: 1.5 hours @ \$160/hour: (plus test fee) \$ 570.00

This stage of flying consists of the basic flying training in our local training area and teaches the core concepts of flight. Somewhere in this stage you will complete your “first solo” flight.

Total to Date: \$ 5,495.00

Time required (full time): 4 weeks

Time to Date: 4 weeks

Phase One B – The Private Pilots Licence

Purpose: Allows you to fly almost anywhere in Australia with your own passengers on board.

Course Breakdown:

Theory:

Briefings: 8 hours @ \$50/hour: \$ 400.00

The theory component of the PPL consists again of theory tests and briefings. Our PPL kit will give you all the required reference material for the PPL theory test, which is conducted regularly by Assessment Services Limited on behalf of the Civil Aviation Safety Authority. The briefing component takes you into the navigational stage of flying training where you begin training for the primary purpose of Aviation, Cross Country Transportation.

Flying:

Dual C172: 19 hours @ \$200/hour: \$ 3,800.00
Solo C172: 5 hours @ \$170/hour: \$ 850.00
Test C172: 3 hours @ \$160/hour: (plus test fee) \$ 885.00

The Flying component of the PPL consists of practical navigation training and practice, preparing you for your PPL test. Revision of all basic flight procedures is included, as well as other concepts required for safe flight.

Other Fees:

Total to Date: \$ 11,380.00
Time required (full time): 4 weeks
Time to Date: 8 weeks



Phase Two – Acquiring Command Hours for CPL

Purpose: The Commercial Pilots Licence (CPL) requires a certain amount of command hours before the CPL test can be completed. This is a great opportunity to consolidate your skills to this date, and polish your technique to the high standard required for the Commercial Pilots Licence.

Course Breakdown:

Theory:

There is no theory component at this stage; however this is the perfect time to study for the Commercial Pilots Licence theory test, explained properly in the next section.

Flying:

Solo Hours Building: \$ 5, 000.00 (*see note below)

* (The worst case in gaining hours would be \$7,500 if all the hours were bought at the aircraft hire rate, however most students manage to reduce this to around \$5000 with some flying opportunities such as ferrying aircraft or arranging to take a group of friends on scenic flights etc).

Total to Date:

Approx \$16,000.00 (*see note above)

Time required (full time):

4 weeks

Time to Date:

12-16 weeks

Phase Three – The Commercial Pilots Licence

Purpose: This licence is required to work as a pilot, and so it takes all aspects of flying to a professional and refined level.

Course Breakdown:

Theory:

Briefings: 10 hours @ \$50/hour: \$ 500.00

This is one of the most comprehensive areas of theory involved in the course. There are seven theory subjects, tested by the Civil Aviation Safety Authority, which must be passed before the Flight test can be attempted. There are two ways of studying for this test. Home study is certainly the cheapest option using the text books provided for each subject, and as before, our experienced flight instructors are always willing to lend a hand both with comprehensive briefings and practice exams. If you like, you can sit a course – several of which we can recommend. They usually last around eight weeks and cost anywhere up to \$3,000.00 to sit. There are also a series of briefings leading up to your test that are included in the above cost.

Flying:

Dual C172:	13 hours @ \$200/hour:	\$ 2,600.00
Dual PA34:	28.5 hours @ \$350/hour:	\$ 9,975.00
Solo PA34:	10 hours @ \$320/hour:	\$ 3,200.00
Test:	3.5 hours @ \$320/hour:	\$ 1,670.50

The purpose of this phase is to take your skills as a private pilot, and bring them up to a much higher standard in a more complex aircraft. It includes the added complexity of dealing with passengers, companies and the legislation involved with a commercial operation.

Total to Date: \$ 34,000.00 (Multi-Engine Option)
\$ 29,600.00 (Single Engine Option)

Time required (full time) – Theory Component: 8 weeks

Time required (full time) – Flight Component: 24 weeks



Phase Four – The Night VFR Rating (optional)

Purpose: This rating on your brand new commercial licence allows you to fly at night under good weather circumstances. This is an optional Phase; the reasons for this and the decision about whether to do this rating should be discussed with our staff before or during your training.

Course Breakdown:

Theory:

Briefings: 5 hours @ \$50/hour: \$ 250.00

The theory component of this part of the course looks into the human factors involved in night flight and also some aspects of Radio Navigation.

Flying:

Dual C172: 11.5 hours @ \$190/hour: \$ 2,185.00

Test: 2.5 hours @ \$190/hour: (plus test fee) \$ 825.00

Total for NVFR: \$ 3,260.00

Time required (full time): 2 weeks

Time to Date: 26 weeks

7 MULTI-ENGINE COMMAND INSTRUMENT RATING

Queensland Aviation Services has extensive instrument training experience, backed by a strong charter background in all its instructors. We can not only give you a Multi-Engine Command Instrument Rating, but we can also give you some very useful insight into the world of Multi-Engine IFR Charter.

Queensland Aviation Services has been operating many flying training and charter bases spread across Queensland from which up to 10 charter aircraft are operated.

We have experience in the operations of many different types of twins including Cessna 310's, 402's, 414's, and 421's. Piper Seneca's, Aztec's, Twin Comanche's, Navajo's, Chieftain's as well as Beech Barons, Queenairs and even BN2 Islanders.

Because we have always operated Charter aircraft, we believe that we include a strong "real life" commercial aspect into our courses. All of our instructors have a strong charter background, and we have a full time charter pilot based in Caloundra who can answer any questions you might have about Multi-Engine IFR Charter.

This information booklet is designed to give you some idea of the training and cost involved in obtaining your Command Multi Engine Instrument Rating.

Your Course

The Command Instrument Rating basically removes the "Fair Weather" restriction from your license. It takes flying to new levels of precision, incorporating procedural instrument flying into your aviation skills.

We conduct the first stage of the instrument rating in a Cessna 172, than complete the instrument rating in a Piper PA34 Seneca One.

A course outline follows:

If you do not have a multi-engine endorsement, we can incorporate your initial multi endorsement into the instrument rating course, and in addition to this you will need around 2 hours of initial twin training (\$700.00), a multi-engine training manual (35.00) and another 4 hours of briefing (\$200.00).

If you have a multi-engine endorsement, but not a PA34 endorsement, we can incorporate the endorsement into your instrument rating course, and in addition to this you will need around 1 hour extra training (\$350.00) and 1 hour of briefing (\$50.00).

The Command Multi-Engine Instrument Rating (CMEIR)

Purpose: This rating, one of the highest achievements possible for a Commercial Pilot, removes the good weather restriction from your licence. It includes the added complexity of operating in all weather conditions.

Course Breakdown:

Theory:

Briefings: 10 hours @ \$50/hour: \$ 500.00

This is another complex area of theory, involving extensive theory into aircraft instruments, radio navigation aids, human factors and instrument flight. As with the Commercial theory there are courses available for this test, however we recommend a home study course with, once again, the assistance of our instructors.

Flying:

Dual C172:	20 hours @ \$200/hour:	\$ 4,000.00
Dual PA34:	15 hours @ \$380/hour:	\$ 5,700.00
Test:	3 hours @ \$320/hour:	\$ 1,510.00
Test Fees:		\$ 550.00

Other Fees:

Fees for practice instrument approaches \$ 400.00

Total: \$ 12,160.00

Time required (full time) – Theory Component: 2 weeks

Time required (full time) – Flight Component: 4 weeks

Full Time CPL Course with MECIR Total Cost = \$44,500.00 *

* This is an approximate price which does not include the NVFR component, and is based on a portion of the solo hours building being subsidised as per Phase 2 of the CPL course information.

8 FUTURE EMPLOYMENT

QAS has had a very successful history of employing past students as Commercial Charter Pilots at one of our many charter bases throughout Queensland. This has helped to launch many pilots' careers within regional and major airlines. Our policy has always been to give preference to past students who have conducted a significant portion of their commercial training with QAS.

All past employees have progressed into successful careers with various domestic, freight companies and international airlines in Australia and throughout the world.

QAS can also offer (when available) the opportunity for you to accompany one of our pilots on 'real' commercial charters, gaining immeasurable experience, insight and appreciation of what is involved with true commercial operations; such as efficient flight planning, pre-flight briefing as well as in-flight considerations.

This experience will be very valuable when you are ready to make the transition from student pilot to a professional pilot seeking your first job.

We are proud of the fact that a very high percentage of our students who have successfully completed our courses are now employed as professional pilots usually through one of our numerous industry contacts.

9 SUMMARY - The Queensland Aviation Services Advantage

Here are some reasons why you should choose to learn to fly with QAS:

- Being a small flying school we are able to offer the more personal approach with the majority of our briefings having a maximum of 3 students per instructor;
- All of our staff have “real” experience in charter situations, meaning that the knowledge and concepts that they pass on to you have a “real” commercial orientation – making you much more employable;
- Being an employer of over 10 charter pilots at our many bases, there is a possibility, should a vacancy be open, of gaining employment with us when your training is complete. QAS has a strong history of employing ex-students;
- We can offer student accommodation at very competitive rates;
- We believe in social, as well as professional contact with our students which gives students the opportunity to mix with staff in a more relaxed environment;
- Because we like to employ our ex-students, we want you to perform every aspect of the Command Instrument Rating to the highest standard;

We welcome any enquiries, and invite you to come up to Caloundra and meet our staff, see our facilities and aircraft and get to know us before you make any decisions.

Thankyou

The QAS Team

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