

flights fly at even altitudes and eastbound flights fly at odd altitudes. In New Zealand, altitudes are determined by north/south directions – northbound flies odd and southbound flies even. VFR cloud clearances are different, and VFR rules for commercial flights may differ from Part 91 flights.

While the CAA does not schedule testing, they do schedule medical exams. You cannot schedule a check ride until you have passed both, a medical exam and the Air Law exam. Additionally, before you can be considered for any conversion, you must send your last two Logbook's ahead for evaluation.

There is a fee for everything. Logbook evaluation, \$70. Schedule a medical exam, \$130. That's just the CAA's cut. The doctors still gets their fee. Schedule an Air Law exam, \$150. Schedule a CPL ride, \$713. Schedule an Instrument ride, that's another \$713. While these are lesser Kiwi dollars, it still adds up.

Once you pass the check rides, is it all finished? Nope. Then, you must submit your request to the CAA for your converted license, along with a "Fit & Proper Person" form to determine if you are worthy of paying the fee for a license. That form must be accompanied by an FBI criminal record report, proof of your flight hours evaluation, your driving record, and FAA certified copies of your ICAO pilot license...and, of course, your fee payment.

As I sit in the Wellington Airport, about to fly on my new airline, I look forward to the new adventure, while pondering whether all the effort was worth it. I will let you know in future reports.