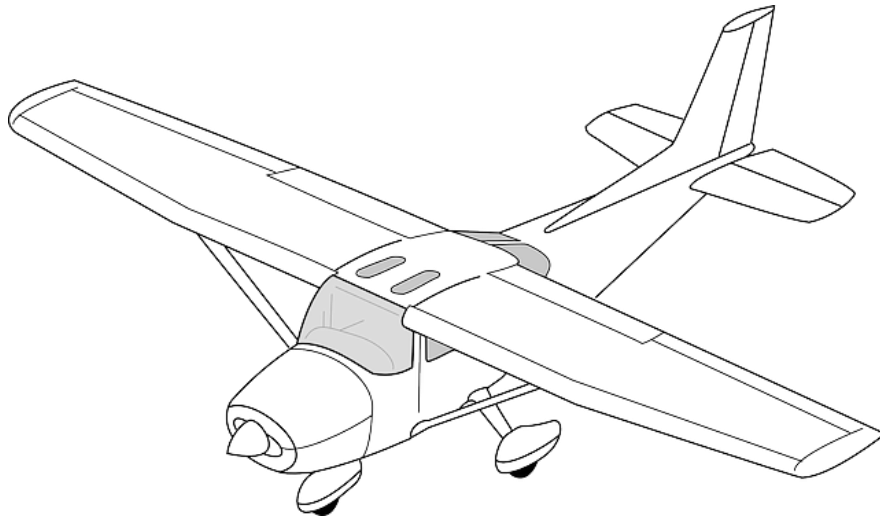




PACIFIC FLYING CLUB



FLIGHT TRAINING PROGRAM



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1. GENERAL INFORMATION

Introduction

The general information section outlines the broad limits and conditions that Pacific Flying Club imposes on flights within the various training programs offered by the club. In the case of a discrepancy between these limits and the CARs, the stricter policy takes precedence.

Individual programs may have different weather and operating limits due to the nature of training offered. The student is reminded to check the limits imposed for the flight training program in question as well as this section.

Pilots, whether licensed or not, that are participating in the BCIT Airline Operations Program will **not** fly club aircraft **unless their flight is authorized** by their instructor or the CFI. Students in the BCIT Airline Operations Program may conduct flights that are not defined as part of the program if authorized by their instructor or CFI. Where specific limitations are not defined for flights conducted by such students, the limitations applying to the student pilot permit holders will apply.

Pilots flying club aircraft in contravention of the requirements and limitations expressed in this document shall be deemed responsible for operating an “unauthorized flight” and may severely jeopardize their insurance coverage.

1.1 Weather Minima – All Pilots

Day VFR

Weather Minima - General

In a case where these minima differ from those laid down in the CARs or the regulations of the country where the flight is being conducted, the more restrictive of the minima will apply.

In cases of emergency, good airmanship and common sense will be the guidelines; the pilot will be required to submit a written report on the emergency to the CFI.



1.2 Outside Air Temperature

The outside air temperature shall be no colder than -30°C for the time of the flight and, in any case, not less than operationally safe temperature or as stated in the POH. All flights between -15°C and -30°C must be authorized by the CFI or designate.

Pilots are reminded of the effects of high temperatures on density altitude. The aircraft POH and Koch charts should be consulted, especially when operating at high ambient temperatures.

IFR pilots must pay particular attention to the effect of low temperatures on the altimeter and are reminded to refer to the low temperature correction section of the AIM section RAC, figure 1.9 Altitude Correction chart.

1.3 Aircraft Surface Contamination

CARs 602.11(1) and (2) prohibit take-off when frost, ice or snow is adhering to any critical surface of the aircraft. This is referred to as The Clean Aircraft Concept. The Clean Aircraft Concept is essential to the maintenance of flight safety. In all aviation operations, the PIC has the ultimate responsibility to determine if the aircraft is in a condition for safe flight.

It is imperative that take-off not be attempted on any aircraft unless the PIC has determined that all critical surfaces of the aircraft are free of frost, ice or snow contamination. This requirement may be met if the PIC obtains verification from properly trained and qualified personnel that the aircraft is ready for flight.



1.4 Student Pilots

The following table provides guidelines for weather minima for student pilots. Note that these limits are guidelines for the student's instructor. The instructor is expected to take into consideration the student's abilities, overall flying experience, and recent flying experience. The instructor may impose stricter limits at his or her discretion.

STUDENT PILOTS			
Flying Solo With a Student Permit	Minimum Ceiling	Visibility	Maximum Wind Speeds
Circuits	1500 feet	3 miles	20 Kts
Practice Area	2000 feet	5 miles	20 Kts
Cross Country (Within 25nm)	3500 feet	15 miles	20 Kts
Cross Country to Hope	5500 feet	15 miles	15 Kts
Over Water	See NOTE 1	15 miles	20 Kts

NOTE 1: The altitude shall be consistent with the cruising altitude rules for the direction of flight, such that the pilot may safely glide to land in the event of an engine failure in a single engine aircraft at any point of the over-water portion of the flight. It is recommended that life jackets be carried for every person on board the aircraft.

For pilots operating with a Student Pilot Permit, the weather shall not be less than Visual Flight Rules (VFR). If the weather deteriorates to below VFR while operating in the circuit, the student will land as soon as safely possible. If away from Boundary Bay Airport when the weather goes below VFR, the student must land at the nearest airport that can be safely reached and call the club on the telephone as soon as possible.

The student is not to make exceptional efforts to reach any particular airport when it would be safer to reach another one.



1.5 Cross Country Flights

The supervising instructor at the time will assess if the weather is forecast to be good enough for the intended flight.

1.6 Cross Winds

Cross winds must not exceed manufacturer's recommendation at any airport where the student intends to take-off or land. These are published in the Pilot's Operating Handbook (POH), or as per the supervising instructor's recommendation, whichever value is lower.

MAXIMUM DEMONSTRATED CROSSWIND VELOCITY	
AIRCRAFT	MAX WIND VELOCITY
C-152	12 Kts
C-172	15 Kts
C-172XP	20 Kts
C-172R/S	15 Kts
PA34-200	12 Kts (15 MPH)



1.7 Licensed Pilots

The following table provides guidelines for weather minima for licensed pilots. Note that these limits are guidelines and the supervising instructor may impose more strict limits on flying operations on a given day. These limits will be posted on a notice board in the dispatch area.

DAY FLIGHTS			
Licensed Pilot or RPP Holder	Minimum Ceiling	Visibility	Maximum Wind Speeds
Circuits	1500 feet	3 miles	25 Kts
Practice Area	2000 feet	5 miles	25 Kts
Cross Country	3000 feet	10 miles	25 Kts
Over Water	See NOTE 1	10 miles	25 Kts

NOTE 1: The altitude shall be consistent with the cruising altitude rules for the direction of flight, such that the pilot may safely glide to land in the event of an engine failure in a single engine aircraft at any point of the over-water portion of the flight. It is recommended that life jackets be carried for every person on board the aircraft.

1.8 Dual Flights

Weather Minima for dual flights shall not be less than those set out in the CARs and in any case the weather shall be appropriate for the objective of the lesson. The instructor's decision whether to fly or not shall be such that it shows the student an example of good Pilot Decision Making.

NOTE: All available weather information should be used to determine the suitability of the flight. For CZBB, where no forecast exists, the TAF from CYVR could be used provided the ATIS from CZBB and the METAR from CYVR are similar.



1.9 Night VFR

Weather Minima - Night

Pacific Flying Club imposes weather minima for night VFR that are more conservative than those specified for day VFR. The following table provides guidelines for weather minima for night flying. Note these limits are guidelines and the supervising instructor may impose more strict limits on flying operations on a given day. These limits will be posted on a notice board in the dispatch area.

NIGHT FLIGHTS (Based on actual and forecast weather)			
All Pilots (including instructors)	Minimum Ceiling	NOTE	Visibility
Circuits	2000 feet	NOTE 2	5 miles
Practice Area	3000 feet	NOTE 2	8 miles
Cross Country (Lower Mainland – between CYVR and CYCW)	3000 feet	NOTE 2	8 miles
Cross Country (Within Local Area, section 5.3.2, excluding mountainous areas)	5000 feet	NOTE 2	10 miles
Over Water	See NOTE 1	NOTE 2	10 miles

NOTE 1:

The altitude shall be consistent with the cruising altitude rules for the direction of flight, such that the pilot may safely glide to land in the event of an engine failure in a single engine aircraft at any point of the over-water portion of the flight. It is recommended that life jackets be carried for every person on board the aircraft.

NOTE 2:

During times of no precipitation, there shall be no anticipated cloud (SCT or greater) lower than 1000 feet above the anticipated altitude for the flight. During times of actual or forecast precipitation, there shall be **NO** cloud below the minimum ceiling.



Note that wind limits are the same as those for day VFR flight. In addition to the above limits the following restrictions apply:

- a) There shall be no anticipation that fog shall form during the flight. Pilots are reminded to check the temperature and dew point spread. A temperature/dew point minimum spread of 2°C is required.
- b) All available weather information should be used to determine the suitability of the flight. For CZBB, where no forecast exists, the TAF from CYVR could be used provided the ATIS from CZBB and the METAR from CYVR are similar.

1.10 Outside Air Temperature

Refer to section: 1.2

1.11 VFR-OTT

Pilots holding a VFR-OTT may operate VFR-OTT as per CARs 602.116.

CARs 602.116: “Notwithstanding paragraphs 602.114(a) and 602.115(a), an aircraft may be operated in VFR OTT flight during the cruise portion of the flight during the day if:

- (a) the aircraft is operated at a vertical distance from cloud of at least 1,000 feet;
- (b) where the aircraft is operated between two cloud layers, the vertical distance between the layers is at least 5,000 feet;
- (c) flight visibility at the cruising altitude of the aircraft is at least five miles; and
- (d) the weather at the aerodrome of destination is forecast to have a sky condition of scattered cloud or clear and a ground visibility of five miles or greater with no forecast of precipitation, fog, thunderstorms, or blowing snow, and those conditions are forecast to exist
 - (i) where the forecast is an aerodrome forecast (TAF), for the period from one hour before to two hours after the estimated time of arrival; and
 - (ii) where an aerodrome forecast (TAF) is not available and the forecast is an area forecast (FA), for the period from one hour before to three hours after the estimated time of arrival.”



1.12 IFR

Pilots holding a valid IFR rating may fly in IMC conditions subject to the weather minima prescribed in the CARs and the C.A.P, and must be approved by the CFI or delegate. The following limitations also apply:

- a) Flight into known or forecast icing is prohibited.
- b) Visibility at take-off must be the published required visibility plus $\frac{1}{2}$ SM or 2 SM, whichever is greater.
- c) The weather at the departure aerodrome must be forecast to be at least as good as the landing minima for circling approach +100 feet.
- d) The weather at the landing destination of the flight must be forecast to be at least as good as the alternate weather minima requirements for that destination.
- e) The weather at the alternate aerodrome must be as good as the alternate weather minima requirements as stated in the CAP GEN.

NOTE 1:

All available weather information should be used to determine the suitability of the flight. For CZBB, where no forecast exists, the TAF from CYVR could be used provided the ATIS from CZBB and the METAR from CYVR are similar.

NOTE 2:

For single engine IFR, ceilings for the entire flight shall not be less than 1500' AGL and visibility not less than 2 SM.

1.13 Down Times

The times of official darkness may be obtained from Nav Canada web site or from the control tower.

1.14 Student Pilots

All student pilots should plan to be on the ground ***not less than 30 minutes before*** official darkness.

1.15 Licensed Pilots

Licensed pilots must be on the ground before official darkness unless they hold a night rating.



1.16 Fuel Requirements – All Pilots

Fuel Quantities

Enough fuel must be carried for the intended flight, plus:

Student Pilots

- 60 minutes reserve

Day VFR Licensed Pilots

- At least 30 minutes reserve at normal cruise power

Night VFR

- At least 45 minutes reserve at normal cruise power

IFR

- Alternate destination fuel, plus 45 minutes reserve at normal cruise power

Including

Taxi and run-up fuel, plus contingency fuel for any foreseen delays caused by weather, Air Traffic Control (ATC), etc.

Pilots are reminded that in many cases the minimum legal reserves do not provide an adequate operational radius for flights in remote areas. In such cases special attention must be given to the reserves required for a given flight.

1.17 Refueling

As a courtesy to the next pilot, if the aircraft has $\frac{1}{2}$ tanks or less after a flight, the pilot shall have the aircraft's tanks topped up.

In the case of the C-152's with long range tanks, the bottom of the collar in the filler neck shall be considered standard fuel tank capacity, (24.5 U.S. GAL).

In the case of the Piper Seneca, only the inboard tanks will be refueled unless a different amount is specifically requested by the next pilot.

Pilots are reminded that they are responsible to ensure that the correct type and quantity of fuel is put in the aircraft.

Pilots are also reminded that no person should be seated in the aircraft while being fueled.



1.18 Determining Fuel quantity

Prior to the flight the pilot shall determine the amount of fuel by the use of the dipstick or visual inspection where a dipstick is not provided.

1.19 Student Pilots – Solo Flight

Student pilots on solo flights must comply with the fuel requirements in section 1.16 and in no case depart with less than half tanks in the aircraft.

1.20 Flight Operations – All pilots

Minimum Altitudes

All pilots must adhere to the minimum altitude restrictions as laid down in the CARs. In addition to these requirements pilots are expected to:

- a) Maintain a height of at least 1000 feet above ground level except:
 - During takeoff and landing circuits
 - When approved by a flight instructor-not below 500 AGL in non built-up areas.
- b) If flying over a built up area of a town or city, at least 1000 feet higher than the highest obstacle within a radius of 2000 feet or high enough to glide a suitable landing area, whichever is higher.

1.21 Over Water Flights

It is recommended that all over-water flights carry life jackets for all persons on board the aircraft. No person to operate a land aircraft over water, except when conducting a take-off or landing, beyond a point where the land aircraft could reach shore in the event of an engine failure.

1.22 Securing the Aircraft

At the end of a flight the pilot is expected to secure the aircraft in an approved manner that will protect it from the danger of being blown around by the wind or other aircraft. Preferably, the aircraft should be tied down.

If tie-down facilities are not available, wheel chocks may be used for short periods of time if:

- the winds are not too strong and,
- winds are forecast to be light and,
- the pilot is nearby and has immediate access to the aircraft.

The control wheel lock should be installed.



1.23 Reporting Aircraft Defects

If a pilot has any reason to believe that any part of an aircraft is damaged or has become unserviceable in any way, the pilot is to notify the dispatcher at PFC of the defect by the fastest means possible.

All defects must be entered in the Journey Log book.

The pilot must communicate with Dispatch to ensure that the aeroplane will not be flown by anyone until the defect has been reported and the aircraft has been declared airworthy by an AME.

1.24 Overnight Flights

All overnight flights must be approved by the CFI or delegate.

1.25 Flights in U.S. Airspace

All overnight flights to destinations in the U.S. and Canada must be approved by the CFI or delegate. Pilots are reminded that they must comply with all customs and immigration rules of both Canada and the U.S.

1.26 IFR Flights

IFR weather limits are listed in section 1.2. In addition to the weather limits the following restrictions also apply:

- a) Flight Outside of the local areas described in 1.33 is prohibited in single-engine aircraft at night.

1.27 Flight Plans

All day VFR flights of greater than 25 nautical miles from the point of departure must be on a flight plan.

All night VFR flights outside of the circuit must be on a flight plan.

All night VFR flights in the circuit after the tower has closed must be on a flight plan.



1.28 Emergency Notification

Should a pilot estimate that he or she will not return to CZBB on time, dispatch must be notified.

In the event of an unscheduled or forced landing the pilot must:

- a) Ensure the safety and security of all passengers onboard the aircraft;
- b) Ensure the safety and security of persons and property around the aircraft;
- c) Ensure the safety and security of the aircraft.

In the case of an emergency, the club must be informed. After hours, the following contact numbers may be used:

- RCMP or local police via telephone operator
- Nearest Flight Information Center 1-800-INFO-FSS
- Clark Duimel, Executive Director, 604-946-4379 or 604-290-7886
- Paul Harris, Manager of Flight Operations, 604-948-2273 or 604-992-7886
- Marcel Gimenez, Manager Multi Engine Operations, 778-297-1649 or 604-317-9075
- Bal Lidhar, Director of Business Operations, 604-807-3894

NOTE: The subsequent takeoff must have the approval of the CFI or designate.

1.29 Student Pilots

Areas of Operation

Student pilots may fly within the confines of the practice areas CYA180 (T), 181 (A)(T) (Glen Valley), CYA176-179 (A)(T)(H) (North), CYA182 (A)(T)(H) (East) or as approved by the supervising instructor. Pilots must adhere to the vertical and horizontal dimensions of the practice areas as described in the current Vancouver VNC and VTA charts.

Pilots are reminded that the information on airspaces may be updated by NOTAM.

Students may fly along any cross-country routes that are approved by the Pacific Flying Club. The supervising instructor will determine whether the weather conditions are suitable for the flight.

Specifically, student pilots may not fly:

- Outside of Canadian Airspace;
- Within the Vancouver Class "C" control zone;
- In any mountainous terrain apart from the valley route between Chilliwack (CYCW) and Hope (CYHE).



1.30 Low Level Practice

Student pilots are expected to practice forced approaches as part of their flight training. When authorized by their instructor and in an area suitable for such training, student pilots may descend to a minimum of 500 feet AGL or higher altitude, as specified by their instructor.

Students are reminded that when flying lower than 1000 AGL they may not fly over any noise sensitive area, dwelling, or livestock. Particular attention must be paid to this restriction as there are a number of noise sensitive areas and farms in the practice areas.

1.31 Dual / Solo

Unlicensed pilots shall not conduct a solo flight if they have not had a dual flight in the last 14 days or the last 4 flights. Exceptions may be granted with permission of the CFI or their delegate only.

1.32 Licensed Pilots - Areas of Operation

Licensed pilots may fly Pacific Flying Club aircraft anywhere, subject to the CARs and specific club requirements, as described in the following sections.

1.33 Local Area

Pacific Flying Club defines the local region as bounded by Campbell River in the North, Seattle in the South, the East coast of Vancouver Island to the West, and Hope to the East.

All mountainous areas within these bounds are **excluded** unless the pilot has performed a mountain check.

1.34 Mountainous Areas

To fly anywhere within mountainous areas, pilots must receive a mountain check from Pacific Flying Club. With CFI approval, a mountain check may be deemed to have been met if done by a recognized school.

Under no circumstances are single-engine club aircraft permitted in mountainous areas after dark.

The Piper Seneca may be flown in mountainous areas after dark under IFR only.

1.35 Cross Country Flights

Licensed pilots may fly anywhere provided they have met the mountain check requirements.

Recreational permit holders are reminded that flight into U.S airspace is prohibited.



1.36 Rough or Unserviced Strips

Flights to rough or unserviced strips are not allowed unless explicitly authorized by the CFI or his designate. In order to obtain authorization for a flight to such a strip, the pilot must satisfy the CFI that due diligence has been exercised by the pilot in determining the feasibility of flying in and out of the strip in question.

No flights shall be conducted on runways contaminated with snow or ice.

Runways must be bare for non-emergency flights in PFC aircraft.

1.37 Appropriate Equipment

All pilots are reminded to bring appropriate clothing and equipment. Unexpected weather conditions or other unforeseen circumstances may necessitate an unscheduled landing.

1.38 Special Operations

- Air show
- Formation Flying
- Search and Rescue (except CASARA Operations)

These special operations must have CFI or Designate approval prior to conducting such operations.



2. RECREATIONAL PILOT PERMIT

Reference Transport Canada Guide TP 1247E

2.1 Pre-requisites

The following program summarizes the requirements for the Recreational Pilot Permit, as specified in CAR 421.22.

2.2 Age

An applicant must be a minimum of sixteen years of age.

2.3 Medical Fitness and Validity

An applicant will hold a Category 4 Medical Certificate valid for a Recreational Pilot Permit – Aeroplane.

The medical validity period for the license holder under 40 years of age is 60 months and for a license holder 40 years of age or over, is 24 months.

A valid Category 1, 3, or 4 Medical Certificate maintains the license.

2.4 Requirements

2.4.1 Knowledge

An applicant will have obtained a minimum of 60% in each of the following four mandatory subject areas as well as in the overall written examination Pilot Permit – Aeroplane (RPPAE):

- a. **Air Law** – regulations, rules and orders, air traffic services, practices and procedures, and licensing requirements relevant to the license
- b. **Navigation** – navigation, radio aids and electronic theory
- c. **Meteorology**
- d. **Aeronautics** – General Knowledge – airframes, engines and systems, theory of flight, flight instruments and flight operations



2.4.2 Experience

An applicant shall have completed a minimum of 25 hours recreational pilot flight training in aeroplanes under the direction and supervision of the holder of a flight instructor rating – Aeroplane.

The flight training shall include a minimum of:

- 15 hours dual instruction flight time, including a minimum of 2 hours cross country flight time;
- 5 hours solo flight time.

2.4.3 Skill

Within the 12 months preceding the date of application for the permit, an applicant shall successfully complete a flight test to the standard outlined in the Flight Test Standard – Recreational Pilot Permit – Aeroplane (TP 12475E).

2.4.4 Weather and Operating Minima

Weather minima are defined in the General Information section of this document.



3. PRIVATE PILOT LICENSE

Reference Transport Canada Guide TP 13723E

3.1 Pre-requisites

The following program summarizes the requirements for the Private Pilot license (Aeroplanes), as specified in CAR 421.26.

3.1.1 Age

An applicant must be a minimum of seventeen years of age.

3.1.2 Medical Fitness and Validity

An applicant will hold a Category 3 Medical Certificate valid for a Private Pilot License – Aeroplane.

Where an applicant holds a Category 4 Medical Certificate for the purpose of a Student Pilot Permit, the applicant shall upgrade to a Category 3 Medical Certificate prior to making application for the Private Pilot Licence – Aeroplane.

The medical validity period for the license holder under 40 years of age is 60 months and for a license holder 40 years of age or over, is 24 months.

A valid Category 1 or 3 Medical Certificate maintains the license.



3.2 Requirements

3.2.1 Knowledge

An applicant shall have completed a minimum of 40 hours private pilot aeroplane ground school instruction on the following subjects:

- a. Canadian Aviation Regulations,
- b. Aerodynamics and Theory of Flight,
- c. Meteorology,
- d. Airframes, Engines and Systems,
- e. Flight Instruments,
- f. Radio and Electronic Theory,
- g. Navigation,
- h. Flight Operations,
- i. Licensing Requirements, and
- j. Human Factors, including pilot decision-making; and;

An applicant will have obtained a minimum of 60% in each of the following four mandatory subject areas as well as in the overall written examination Private Pilot Licence – Aeroplane (PPAER):

- k. **Air Law** – regulations, rules and orders, air traffic services, practices and procedures, and licensing requirements relevant to the licence;
- l. **Navigation** – navigation, radio aids and electronic theory;
- m. **Meteorology**
- n. **Aeronautics** – General Knowledge – airframes, engines and systems, theory of flight, flight instruments and flight operations.

3.2.2 Experience

An applicant shall have completed a minimum of 45 hours private pilot flight training in aeroplanes under the direction and supervision of the holder of a Flight Instructor Rating – Aeroplane. A maximum 5 of the 45 hours may be conducted on an approved aeroplane simulator or flight training device.

The flight training shall include a minimum of:

- 17 hours dual instruction flight time, including a minimum of 3 hours cross-country flight time and 5 hours of instrument time of which a maximum of 3 hours may be instrument ground time and;
- 12 hours solo flight time, including 5 hours cross-country flight time with a flight of a minimum of 150 nautical miles which shall include 2 full stop landings at points other than the point of departure.



3.2.3 Skill

Within the 12 month preceding the date of application for the licence, an applicant shall successfully complete a flight test to the standard outlined in the *Flight Test Guide Private Pilot Licence – Aeroplane* (TP 13723E).

3.3 Weather and Operating Minima

Weather minima are defined in the General Information section of this document.



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4. Commercial Pilots License

Reference Transport Canada Guide TP 13462E

4.1 Pre-requisites

The following program summarizes the requirements for the Commercial Pilot license (Aeroplanes), as specified in CAR 421.30.

4.1.1 Age

An applicant must be a minimum of eighteen years of age.

4.1.2 Medical Fitness and Validity

An applicant shall hold a Category 1 Medical Certificate valid for a Commercial Pilot Licence – Aeroplane.

The medical validity period for the licence holder under 40 years of age is 12 months and for a licence holder 40 years of age or over is 6 months.

The licence holder may exercise Private Pilot Licence – Aeroplane privileges until the end of the medical period specified for the Private Pilot Licence.

A valid Category 1 Medical Certificate maintains the licence.



4.2 Requirements

4.2.1 Knowledge

An applicant shall have completed a minimum of 80 hours commercial pilot aeroplane ground school instruction on the following subjects:

- a. Canadian Aviation Regulations,
- b. Aerodynamics and Theory of Flight,
- c. Meteorology,
- d. Airframes, Engines and Systems,
- e. Flight Instruments,
- f. Radio and Electronic Theory,
- g. Navigation,
- h. Flight Operations,
- i. Licensing Requirements, and
- j. Human factors including pilot decision-making and;

An applicant will have obtained a minimum of 60% in each of the following four mandatory subject areas as well as in the overall written examination Commercial Pilot Licence – Aeroplane (CPAER):

- k. **Air Law** – regulations, rules and orders, air traffic services, practices and procedures, and licensing requirements relevant to the licence;
- l. **Navigation** – navigation, radio aids and electronic theory;
- m. **Meteorology**
- n. **Aeronautics** – General Knowledge – airframes, engines and systems, theory of flight, flight instruments and flight operations.



4.2.2 Experience

An applicant shall have completed a minimum of 200 hours flight time in aeroplanes, of which a minimum of 100 hours shall be pilot-in-command time including 20 hours cross-country pilot-in-command flight time and;

- an applicant who holds a Private Pilot Licence – Aeroplane or a Private Pilot Licence – Aeroplane issued by a contracting state other than Canada, shall have completed 65 hours of commercial pilot flight training in aeroplanes consisting of a minimum of:
 - 35 hours dual instruction flight time, under the direction and supervision of the holder of a Flight Instructor Rating – Aeroplane, including:
 - 5 hours night, including a minimum of 2 hours of cross-country flight time;
 - 5 hours cross-country, which may include the cross-country experience from above; and
 - 20 hours of instrument flight time in addition to the experience stated in above. A maximum 10 hours of the 20 hours may be conducted on an approved aeroplane simulator or flight training device.
 - 30 hours solo flight time including:
 - 25 hours solo flight time emphasizing the improvement of general flying skills of the applicant which shall include a cross-country flight to a point of a minimum of 300 nautical mile radius from the point of departure and shall include a minimum of 3 landings at points other than that of departure, and:
 - 5 hours solo flight time by night during which a minimum of 10 takeoffs, circuits and landings were completed.

4.2.3 Skill

Within the 12 months preceding the date of application for the licence, an applicant shall successfully complete a flight test to the standard outlined in the *Flight Test Guide Commercial Pilot Licence – Aeroplane* (TP 13462E).



4.3 Restricted Licence – Daylight Flying

Where an applicant has not completed the night flight time requirements the licence shall be issued restricted to daylight flying and the total dual instruction flight time and solo flight time requirements for the issue of the licence shall be met.

Where an applicant completes the night flight time requirements, the restriction shall be removed.

4.4 Weather and Operating Minima

Weather and operating minima are defined in the General Information section of this document.



5. NIGHT RATING

Reference Transport Canada Guide TP 975E

5.1 Pre-requisites

The applicant must hold a Private Pilot Licence (Aeroplane).

5.2 Requirements

The following program summarizes the requirements for the Night Rating (Aeroplanes), as specified in CAR 421.42.

5.2.1 Experience

An applicant for a night rating shall have acquired in aeroplanes, a minimum of 20 hours of pilot flight time which shall include at least 10 hours of night flight time including a minimum of:

- 5 hours of dual flight time, including 2 hours of cross-country flight time,
- 5 hours solo flight time, including 10 takeoffs, circuits and landings, and

An additional 10 hours dual instrument time.

Credit for a maximum of five hours of the required 10 hours of dual instrument time may be given for instrument ground time, provided that the total instrument time is in addition to the 10 hours night flight time in subparagraph 5.2.1 above.

5.2.2 Skill

Within the 12 months preceding the date of application for a night rating, an applicant shall have successfully completed a qualifying flight under the supervision of a Transport Canada Inspector or a person qualified in accordance with subsection 425.21(4) by demonstrating the level of skill specified in the Flight Instructor Guide – Aeroplane (TP 975).

5.3 Weather and Operating Minima

Weather and operating minima for night flying are defined in the General Information section of this document.



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6. VFR Over the Top (VFR OTT)

Reference Transport Canada Guide TP 12775E

6.1 Pre-requisites

The applicant must hold a Private Pilot Licence (Aeroplane).

6.2 Requirements

The following program summarizes the requirements for the VFR OTT rating, as specified in CAR 421.44.

6.2.1 Experience

An applicant for a VFR OTT rating shall complete a minimum of 15 hours dual instrument time of which a maximum of 5 hours may be instrument ground time. Training shall be in accordance with the *Flight Instructor Guide – VFR OTT* (TP 12775E).

6.2.2 Skill

An applicant for a VFR OTT rating shall have reached the level of skill specified in *Flight Instructor Guide – VFR OTT* (TP 12775E).

6.3 Weather and Operating Minima

Weather and operating minima for VFR OTT flying are defined in the General Information section of this document.



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7. MULTI ENGINE RATING

Reference Transport Canada Guide TP 219E

7.1 Pre-requisites

The applicant must hold a Private Pilot License (Aeroplane).

7.2 Requirements

The following program summarizes the requirements for the Aeroplane Class Ratings (Multi Engine), as specified in CAR 421.38.

7.2.1 Skill

An applicant for a multi-engine class rating shall complete a flight test to the standard outlined in the *Flight Test Standard, Multi-Engine Class Rating (Aeroplane)* TP 219E.

7.3 Weather and Operating Minima

Weather and operating minima are defined in the General Information section of this document.

7.4 Minimum Runway Lengths for Operations

Stop-and-Go's: 4000 ft

Touch-and-Go's: 3500 ft

Landings: 2500 ft (prior permission required for shorter runways)



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8. INSTRUMENT RATING

Reference Transport Canada Guide TP 9939E

8.1 Pre-requisites

The applicant must hold a Private Pilot Licence (Aeroplane).

8.2 General

The following program summarizes the requirements for the Instrument Rating as specified in CAR 421.46.

An instrument rating is issued for aircraft in one of the following groups:

- **Group 1** for all aeroplanes where the flight test was conducted in a multi-engine aeroplane,
- **Group 2** for multi-engine centre line thrust and single engine aeroplanes where the flight test was conducted in a multi-engine centre line thrust aeroplane,
- **Group 3** for single engine aeroplane where the flight test was conducted in a single engine aeroplane, and
- **Group 4** for helicopters where the flight test was conducted in a helicopter.



8.3 Requirements

8.3.1 Knowledge

An applicant shall have obtained a minimum of 70% on the written examination Instrument Rating (INRAT) which shall include the following subjects:

- a. Canadian Aviation Regulations;
- b. Instrument Flight Rules and Procedures;
- c. Meteorology;
- d. Instruments;
- e. Radio and Radar systems; and
- f. Navigation.

8.3.2 Experience

An applicant shall have completed a minimum of:

- 50 hours of cross-country flight as pilot-in-command in aeroplanes or helicopters of which 10 hours must be in the appropriate category and;
 - 40 hours of instrument time of which a maximum of 20 hours may be instrument ground time. The 40 hours instrument time shall include a minimum of:
 - 5 hours of dual instrument flight time acquired from the holder of a flight instructor rating,
 - 5 hours in aeroplanes where the applicant is applying for a Group 1, 2, or 3 instrument rating or in helicopters where the applicant is applying for a Group 4 instrument rating,
 - Fifteen (15) hours of dual instrument flight time provided by a qualified person as specified in CAR section 425.21(9); and
- One dual cross-country flight under simulated or actual IMC conditions of a minimum of 100 nautical miles, the flight to be conducted in accordance with an IFR flight plan to include, at two different locations, an instrument approach to minima.



8.3.3 Skill

An applicant shall successfully complete:

A flight test in accordance with the *Flight Test Standards – Instrument Rating* (TP 9939E) or:

A Pilot Proficiency Check (PPC) for operations under IFR in accordance with Part VI or Part VII, as applicable.

8.4 Weather and Operating Minima

Weather and operating minima are defined in the General Information section of this document.



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9. INSTRUCTOR RATING

Reference Transport Canada Guide TP 5537E

9.1 Pre-requisites

Before commencing flight training for the Class 4 Instructor Rating, an applicant shall hold a Commercial or Airline Transport Pilot Licence – Aeroplane and have completed a minimum of 20 hours instrument time, of which a minimum of 10 hours shall be instrument flight time.

Before commencing ground training for the Class 4 Instructor Rating, an applicant shall have successfully completed the written examination and flight test for the Commercial Pilot Licence – Aeroplane.

9.2 Requirements

The following program summarizes the requirements for the Instructor Rating as specified in CAR 421.69.

9.2.1 Knowledge

An applicant shall have completed a minimum of 25 hours of Instructor Rating ground school instruction which shall include;

- a. Practical application of the basic principles of learning and techniques of instruction;
- b. Preparation and use of lesson plans;
- c. Procedures for planning and presenting preparatory ground instruction, pre-flight briefings, in-flight instruction, and post-flight debriefings;
- d. Theory of flight required to teach the air exercises;
- e. Aircraft flight manuals and aircraft operating limits;
- f. Presentation of pilot decision-making concepts; and
- g. The use of the *Transport Canada Flight Instructor Guide*, *Flight Training Manual*, *Canadian Aviation Regulations*, Part IV and the *Flight Test Standards*, Private and Commercial Pilot Licences – Aeroplane Category.

An applicant shall obtain a minimum of 70% in the written examination Flight Instructor Rating – Aeroplane Class 4 (AIRAF).

9.2.2 Experience

An applicant shall complete in aeroplanes a minimum of 30 hours of dual flight instruction on overall pilot proficiency and the presentation of all exercises set forth in the Flight Instructor Guide and shall include a minimum of 5 hours of training in the teaching of instrument flight skills.

A maximum 5 of the 30 hours may be conducted on an approved aeroplane simulator or flight training device.



9.2.3 Skill

An applicant shall complete an instructor flight test to the standard outlined in the *Flight Test Standard – Flight Instructor Rating – Aeroplanes, Helicopters, Aerobatic* (TP 5537).

9.2.4 Credits

9.2.4.1 Knowledge

An applicant who holds, or has held an instructor rating for helicopters, gyroplanes, gliders, balloons or aerobatics shall be credited with 10 hours of the 25 hours ground school instruction requirement.

An applicant who holds an Airline Transport Pilot Licence – Aeroplane, or a teaching certificate issued by provincial or territorial authorities, shall be credited with 10 hours of the 25 hours' ground school instruction requirement.

An applicant who holds or has held within the preceding 24 months, a flight instructor rating – Helicopter, shall be considered to have met the written examination requirement.

9.2.4.2 Experience

An applicant who holds, or has held a Flight Instructor Rating – Helicopter, shall be credited with 10 hours of the 30 hours' of dual flight instruction requirement, and with the 5 hours requirement of training in the teaching of instrument flight skills.

An applicant who holds an Airline Transport Pilot Licence – Aeroplane, shall be credited with 10 hours of the 30 hours' dual flight instruction requirement.

9.3 Weather and Operating Minima

Weather and operating minima for VFR OTT flying are defined in the General Information section of this document.