



LEARN TO FLY

Information for Canadian Students

Aspiring to Fly for Personal Development
or a Professional Pilot Career

In this document you will find information on the high quality and safety of Canadian flight training, types of organizations that offer training, how to research to find the flight school that is right for you, and the types of programs you can take.

Brought to you by the Air Transport
Association of Canada

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ABOUT FLIGHT TRAINING IN CANADA

Whether you are learning to fly an aircraft for recreational or career reasons, you are embarking on an exciting challenge. Learning to fly is a journey that brings special benefits along with the sheer thrill of flying. You also experience the well-earned pride that comes from developing and exercising the package of elements that make for a good pilot: technical skills in handling the aircraft, theoretical and practical knowledge and pilot decision-making skills. You enjoy achieving the milestones of first solo, your solo cross country, and successfully completing your flight test. Along the way you realize that you have now joined and become a part of a close knit aviation community.

You don't have to be a rocket scientist to become a pilot. Although there is some theory involved even in the recreational training, students of all ages and from all walks of life successfully complete the ground school. Students are sometime apprehensive about the fact that they have been out of school for many years. But rest assured, flight schools are used to working with people in this situation and helping them successfully complete the requirements.



If you aspire to a professional pilot career, you maximize your chances of success by bringing a disciplined approach and a strong work ethic to the table.

SAFETY AND CANADIAN TRAINING

Many aspiring pilots want to know how safe it is to learn to fly. It is a cliché but true that you are in more danger driving to the airport than you are in the airplane. But you may find the facts below more reassuring. They tell you more specifically why Canadian flight training is so safe.

Robust safety measures protect you throughout your training. Canada is a world leader in promoting the latest in aviation safety programs. ATAC has been a key player in sponsoring Safety Management System (SMS) training and these programs are becoming the norm in our flight schools. For you the most attractive element of these programs is that they teach you habits and procedures for practicing a safety mentality, and they teach you good decision making skills.

As a student pilot you will learn to actively analyze possible risk situations in training and routinely take steps to minimize or remove the risk. And if you are training for a career, your program should include training on how to follow Standard Operating Procedures, and how to work efficiently and safely with other crew members.

In addition to being in the forefront of SMS, ATAC flight schools have decades of experience in meeting or exceeding the Transport Canada standards that ensure your safety throughout your training. Here are just a few examples of these measures:

- Careful instructor review of each flight you undertake to make sure you are ready to undertake the planned exercises of the day
- Careful aircraft dispatch to ensure your aircraft is always suitably equipped and safe for the flight,
- Careful flight following so the school is always alerted if there should be any delays enroute.

TYPES OF FLIGHT TRAINING SCHOOLS/CLUBS

Some flight training organizations are private businesses; some are non-profit clubs. A few are colleges that hold their own Operating Certificate or contract out the flight training to a private flight school as part of their program. People tend to use the word "school" generically to cover all types.

There are two important pieces of information you should know about Canadian flight schools. They will help you set your mind at ease when you are choosing a school.

1. Schools providing flight training in aeroplanes or helicopters are issued Flight Training Unit Operator Certificates. These schools are subject to stringent operating requirements and periodic inspection by Transport Canada. When you walk into a school you should see their Operating Certificate posted in a public area.
2. If for any reason you decide to or need to transfer from one flight school to another, all the training you have taken at your first school counts towards a licence or rating at any other flight school in Canada.

For a list of ATAC member schools go here: <http://www.atac.ca/web/en/component/content/article/58-english-articles/initiatives/learn-fly/92-flight-training-facilities-and-equipment.html>

RESEARCHING SPECIFIC TRAINING ORGANIZATIONS

Whether the business structure is that of a private school or a non-profit club is not as important to as how it operates. Schools have different “personalities”. Some are more formal, some are more business casual, and a few are still downright ‘Mom and Pop’.

Start your research by checking out the school website. See what it says about its vision and mission. You can also get all the information you need about programs offered, and most schools will include price estimates as well.

Armed with this information, make an appointment to visit the school if at all possible. By making an appointment you can be sure you will get the time you need. If you drop in, the school may not be able to devote enough time to you on the first visit.

On this visit you can pick up not just facts, but more cues about personality. Ask to see the classroom(s) and the briefing area(s) while you are there. Notice what the staff is wearing. How are the students dressed? Is it a “clubhouse” atmosphere or a more formal school atmosphere? Whichever it is, does it make you comfortable? You are making a large investment so you want to make sure the learning environment suits you.



Whatever personality you like, there are certain questions you should ask when you visit.

QUESTIONS ABOUT THE TRAINING PROGRAM

- How is ground school arranged? Is it one evening a week, online, a mix of classroom and online? When are the next start dates?
- Do they have a simulator available to recreational students?
- What airplanes are available for my training?
- Am I assigned a particular instructor?
- Can I change instructors during the program if I wish?
- Who do I talk to if I am having other issues with my program or progress?
- What methods of payment do you accept?
- Do you expect me to pay money upfront or is it pay as you go?
- How does the school’s insurance cover you?
- What kind of safety programs do you have in place?
- Do the costs you are quoting me include everything, or are there third party or other costs I should anticipate?

QUESTIONS ABOUT WHAT YOU CAN DO AFTER YOU EARN A LICENCE



Your school is your entry to the aviation community. Even if you plan a career, it enriches your flying experience to be part of the social aviation community where you are flying.

So in addition to the questions above, you want to look down the road to when you hold a Private Pilot Licence. Find out whether this school has programs to help enjoy social flying once you earn your first pilot licence. And if you are a recreational pilot you should ask about advanced courses that can enhance your flying experience. Here are a few questions to ask:

- How does your school help me get connected with the aviation community? Does it organize events, fly-ins, trips, or social educational evenings?
- Do you rent aircraft to your licensed pilots?
- Do you offer advanced ratings such as night rating, instrument rating multi-engine rating or aerobatics rating if I want to expand my horizons?

TAKE AN INTRODUCTORY FLIGHT

If at all possible, arrange to take an introductory flight at a school you are interested in. You will go up in the air with a Flight Instructor and will be allowed to handle the controls. This will be a thrilling experience giving you an excellent taste of flying, and a good look at the way the school conducts itself. As a bonus, if you decide to start training, keep your receipt and enter this flight into your logbook. It will count towards your training hours.

Once you have completed your research you should have both the information you need to get started, and a very good feel for whether you will be comfortable training at a given school.

Remember, if for any reason you need to switch schools, your training towards a licence or rating will all be credited as long as you have a certified logbook to prove you took the training

TECHNOLOGY AND TRAINING TRENDS

Training has changed dramatically over the past 20 years. Simulators are widely used in all phases of training including Private Pilot training. Glass cockpits are becoming more and more common as compared to “steam gauge” cockpits. Online training is available for ground schools and various modules of basic as well as advanced training.



Traditional training has been what the industry calls “modular” meaning that students can start anytime, take any breaks in training they wish and spread their training over whatever length of time is convenient. Courses, ratings and time building are completed on the student’s schedule.

However, the trend is to career programs that are more structured and standardized. There are increasing numbers of structured programs designed for students aspiring to pilot careers. Typically, although not always, they are associated with colleges that partner with a flight school for the actual flight training part of the program.

A few Canadian schools now offer integrated courses. These enriched courses have higher ground school requirements and more structure. The content of each hour of training is laid out.

We may well be the last generation to see any significant amount of commercial pilot training that is “modular”, especially for students wanting an airline career. While recreational students will typically train in their home town, career students now routinely shop and compare across the country for their career training programs. Student who travel to join a training program are likely to expect full time programs that maximize efficient use of their training time.

COST AND PAYMENT SCHEDULES

Compare prices around the world and you will find that Canada is one of the least expensive places to train. Costs will vary according to personal progress, but as of 2016, you can estimate paying approximately \$12,000.00 for your Private Pilot Licence. The combined cost for a Private Pilot and a Commercial Pilot Licence will be in the neighbourhood of \$45,000.00

Students who choose the Integrated Airline Transport Pilot Licence Program available at select schools in Canada will invest about \$75,000.00 for their career training.

All prices above are in Canadian dollars and do not include applicable taxes.

You should inquire at the schools you are considering about the costs for accommodation and personal expenses as these will vary according to the location you choose. A figure of about \$1,500.00 per month is a generous estimate. It can serve as a "ball park" figure which you can fine tune when you decide on the school and its location and ask about local prices.

This document does not include specific training costs as they change over time. However, it is very easy to get up-to-date information on training costs as most schools put them right on their websites. You can choose a few ATAC schools from this database;

<http://www.atac.ca/web/en/component/content/article/58-english-articles/initiatives/learn-fly/92-flight-training-facilities-and-equipment.html>

Browse their websites to get a very good estimate of what your training should cost. Then you can narrow down when you select the school(s) you are considering.

When comparing costs, make sure you are comparing "apples to apples". Some schools base their prices on the Transport Canada minimum-time requirements, for example 45-hours for a Private Pilot Licence. Others base their prices on an "average completion time" figure. Some include books and supplies, ground school, flight testing and written examination fees. Others do not. So when you are comparing costs, make sure you have information about the following:

- Dual rates (flying with a Flight Instructor)
- Solo rates
- Ground briefing rates and expected number of hours
- Insurance if additional
- Whether fuel is included and are there fuel surcharges
- No show and cancellation charges
- Ground school tuition, books and supplies
- Cost of headset
- What third party costs to anticipate and estimated costs (flight test and written exam fees, aviation medical)
- What a course package cost includes, in terms of hours and items listed above
- Payment schedules, installments and upfront payments if any.



Most schools in Canada expect you to pay for your flight training as it occurs and to pay ground school tuition at the beginning of the course. Ask to be sure when you are checking out a school. We recommend that you double and triple check refund terms and conditions if a school asks you to make full payment up front.

RECREATIONAL PILOT TRAINING



If you are flying for personal adventure, few other sports or hobbies offer you the same range of opportunities year-round, day or night. You can choose to fly on your own or join up with other pilots and enjoy the camaraderie of flying together.

Canada's airspace is about 95% unrestricted. Contrast this with many other countries where most airspace is restricted or simply closed to recreational flying. You can choose to fly planes on wheels, floats or skis and select your destinations from numerous airports and fields and literally thousands of lakes.

You will find flight training organizations coast to coast and offering lessons toward a variety of licences on different types of aircraft.

When you become a recreational pilot, you join a community of other pilots. You will find them in formal organizations such as COPA (Canadian Owners and Pilots Association) or in more informal groups at airport coffee shops and lounges, and aviation fly-in events.

You also join a network of aviation partners that includes people you will come in direct contact with such as Flight Instructors, Aircraft Maintenance Staff, Air Traffic Controllers and Flight Service Specialists.

You can operate according to visual flight rules or in instrument conditions (flying in cloud) as do airline and other commercial pilots. You can fly single or multi-engine aircraft and carry passengers across North America and other countries.

Becoming a recreational pilot is open to almost anyone who is medically fit. There are no upper age barriers providing you can meet the modest medical requirements.



GENERAL INFORMATION ABOUT RECREATIONAL PILOT TRAINING

Most students begin with a Private Pilot Licence Program. Although you can start with a Recreational Permit, there are good reasons for taking the Private Pilot Licence instead. These include the extra privileges you have when you complete a Private Pilot Licence. One of these reasons is the fact that you can attach ratings to a licence, but not to a permit. These include Night Rating, Instrument Ratings (single and multi), and Multi-Engine Rating. Other reasons include limitations on where you can fly and how many passengers you can carry with a Recreational Permit.

Against this you will want to balance the cost difference. If you do decide to start with a Recreational Permit the time will count towards a Private Pilot Licence and you can upgrade at a later date. Ask for more information at the school you are considering.

Training for the licence or permit will include flying, individual pre and post flight briefings, and completion of a ground school. Students must pass a written exam and a practical oral exam and flight test.

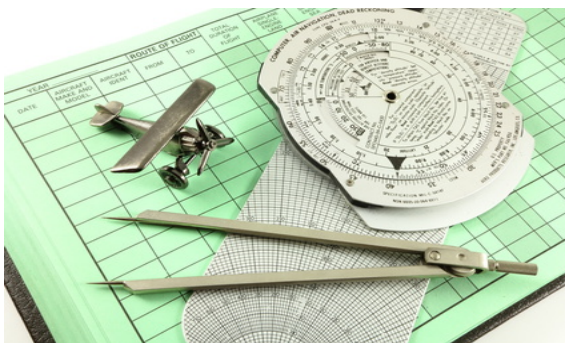
MEDICAL REQUIREMENTS

A Category 3 medical is required for Private Pilots. Most people will have no problems meeting the requirements to hold an aviation medical. You need to be in reasonable health without any conditions that might suddenly incapacitate you in the airplane. Vision can be corrected with glasses, contact lenses or surgery.

All aviation medical exams must be conducted by physicians appointed by Transport Canada as Canadian Aviation Medical Examiners. To find an examiner go to this link at Transport Canada; <http://www.wapps.tc.gc.ca/saf-sec-sur/2/came-meac/l.aspx?lang=eng>.

You can also browse around the site for more answers to questions about your aviation medical. Keep in mind that when you ask particular questions about your own medical situation at a flight school, the staff are not medical experts and can only give you general answers. For accurate information about your personal situation, consult Transport Canada Civil Aviation Medicine website at <https://www.tc.gc.ca/eng/civilaviation/opssvs/cam-menu.htm>.

HOW GROUND SCHOOL WORKS



Ground school usually takes the form of an instructor teaching a scheduled class over a period of several months.

Some schools also offer an online ground school program, which allows the convenience to study from home, or on the road, on your own schedule. If you are a self-starter and self-paced, this is a convenient option. You can always ask for tutorial assistance at the school.

Some students will also combine both options.

INITIAL TRAINING PROGRAMS

For more detail on these programs, including Transport Canada requirements to hold the permit, licence or rating, see Appendix A: Licences and Ratings Details

RECREATIONAL PILOT PERMIT

This Permit allows you to fly as pilot-in-command of a single-engine aeroplane designed to carry a maximum of 4 passengers, but with no more than one passenger carried on board, under Day VFR conditions in Canadian Airspace.

All the flying time during your training for this permit can be applied to the Private Pilot Licence requirements, so it is easy to upgrade should you wish.

PRIVATE PILOT LICENCE

Holders of a Private Pilot Licence have the privilege of flying as many passengers as the aircraft will legally hold in VFR conditions, both in Canada and in international airspace.

This is an important licence for your development as a pilot. If you want to attach any of the ratings listed below, you must first hold this licence. Ratings cannot be attached to a Recreational Permit.

To earn the Private Pilot Licence, students will attend Preparatory Ground Instruction (briefings on flight lesson content and procedures), pre and post flight briefings and a Private Pilot Ground School. The Transport Canada minimum is 45 flight/sim hours, however the national average for training is running around 65 to 70 hours.

Private Pilot Licence Milestones and Approximate Hours		
Training Phase	Approximate hours*	Milestone
Pre-Solo	20	First Solo
Post-Solo	35	Solo Cross Country
Flight Test Preparation	10	Flight Test

*These are averages only, student times vary according to factors such as frequency of flying, weather, individual ability.

OTHER RATINGS YOU CAN ADD TO YOUR PRIVATE LICENCE

More details on prerequisites and training requirements are provided in Appendix A.

NIGHT RATING

This rating allows you to extend your range by flying at night as well as during the day. Enjoy the beauty of the night sky and stars!

MULTI-ENGINE RATING

Enjoy the satisfaction of flying airplanes with more than one engine – speed, power and a new level of pilot achievement and competence. This rating allows you the privilege of flying non-high-performance multi-engine aeroplanes as endorsed on your licence.

INSTRUMENT RATINGS, GROUP 1 AND GROUP 3

Note: A Group 1 Instrument Rating allows pilots to fly under Instrument Flight Rules in a multi-engine or single-engine aircraft. A Group 3 rating allows pilots to fly under Instrument Flight Rules in a single-engine aircraft.

The holder of an Instrument Rating may act as Pilot-in-command of an aircraft where there is no visual reference to the ground. You can go airborne when other VFR pilots are sitting on the ground waiting for the sun to come back out.

VFR OVER THE TOP

This rating extends your flexibility by letting you fly on top of cloud when the weather is otherwise good.

SEAPLANE (FLOAT) RATING



This rating entitles you to use water surfaces for take-off and landing. It is your ticket to flying in and out of the many beautiful lakes and coastal areas in Canada.

Some pilots may want to make a career out of flying in remote and rural areas, so the seaplane rating can also be a career path rating for pilots who wish to fly in the bush for part or all of their careers.

PROFESSIONAL PILOT TRAINING

GENERAL INFORMATION ABOUT PROFESSIONAL PILOT CAREER TRAINING

ATAC flight schools offer a range of Professional Pilot Programs that meet and exceed Transport Canada Regulation through:

- A Diploma/Degree aviation program combining academics and flight training, or
- Flight training units that offer Professional Pilot Programs.

If your desire is to fly commercially, you will have the good fortune of joining a global professional community of aviators in your own country and around the world.

Commercial pilots require a willingness to adhere to discipline, structure and work ethic. You will be encouraged to demonstrate during your training at your school that you are able to fit into an aviation environment where safety and conscientious attention to detail is critical. And you will be reminded that you are joining a tight knit community where aviation employers will call the school for references when you apply for a job.



MEDICAL REQUIREMENTS

Commercial pilots need to meet the standard to hold a Category 1 Aviation Medical. The health standards for becoming a commercial pilot are somewhat higher but not intimidating. Vision can be corrected and the medical examiner will mainly be looking for conditions that might suddenly incapacitate you in an aircraft. Consult the Transport Canada Civil Aviation Medicine website for details.

<https://www.tc.gc.ca/eng/civilaviation/opssvs/cam-menu.htm>

MODULAR CAREER TRAINING PROGRAMS

Modular programs are for people who prefer to undertake training on a part time schedule or cannot commit to a full time schedule. Training can be spread out over several years. All licences and ratings can still be taken this way. However, spreading out training over years to become a career pilot is becoming less and less the norm and is also less cost efficient. This is usually not a preferred option for students who travel to train at an out of town school and look to minimize living expenses by completing the program as quickly as possible. Structured programs are becoming attuned to employer operational requirements rather than just providing training to the minimum Transport Canada standard.

If you choose a modular program, be sure to ask if you will be training with simulators and whether you will be introduced to glass cockpits.

STRUCTURED CAREER TRAINING PROGRAMS

Although many people still choose to train in modular fashion, the trend in professional pilot training is towards structured programs where you enter with zero hours, study on an established schedule, and emerge with a Commercial Pilot Licence with Instrument and Multi Engine Rating. Here is a quick introduction to the various types of structured programs.

INTEGRATED PROGRAMS

In recent years Transport Canada has put regulations in place that add a new suite of integrated training programs. Integrated courses are a popular route in Europe for students to go straight from graduation to an airline First

Officer position. If Canada moves towards cadet programs (from graduation to First Officer) integrated courses will probably be the programs of choice.

The three courses are the Integrated Commercial, the Integrated IFR and the Integrated ATP course. Although these are three different programs, they all share a common characteristic. Each is based on principles of the systems approach to training.

The integrated ATP, offered by only a few schools in Canada as yet, is the most enriched and provides the most benefits to students. This enriched program typically includes Crew Resource Management training, and training in the use of Standard Operating Procedures. Students enjoy the privilege of writing the Airline Transport Exams before graduation.



DIPLOMA/DEGREE PROGRAMS

A number of flight schools in Canada are partnered with colleges and provide the flight training component of the academic program. These programs take from about two to four years, depending on the one you select. The advantage is that you graduate with an academic diploma or degree along with your professional pilot qualifications.

FLIGHT INSTRUCTOR RATING

Graduates of professional training programs holding a Commercial Pilot Licence can consider earning a Flight Instructor Rating. This rating makes you eligible to apply for positions with Flight Training Units across Canada.

Some Flight Instructors will make a career in this field. Many will choose this route as a means of building the Pilot-in-Command hours needed to apply for other aviation jobs such as charter pilot, and regional airline pilot.

CAREER PATHS AND TYPICAL LICENSING/RATING REQUIREMENTS

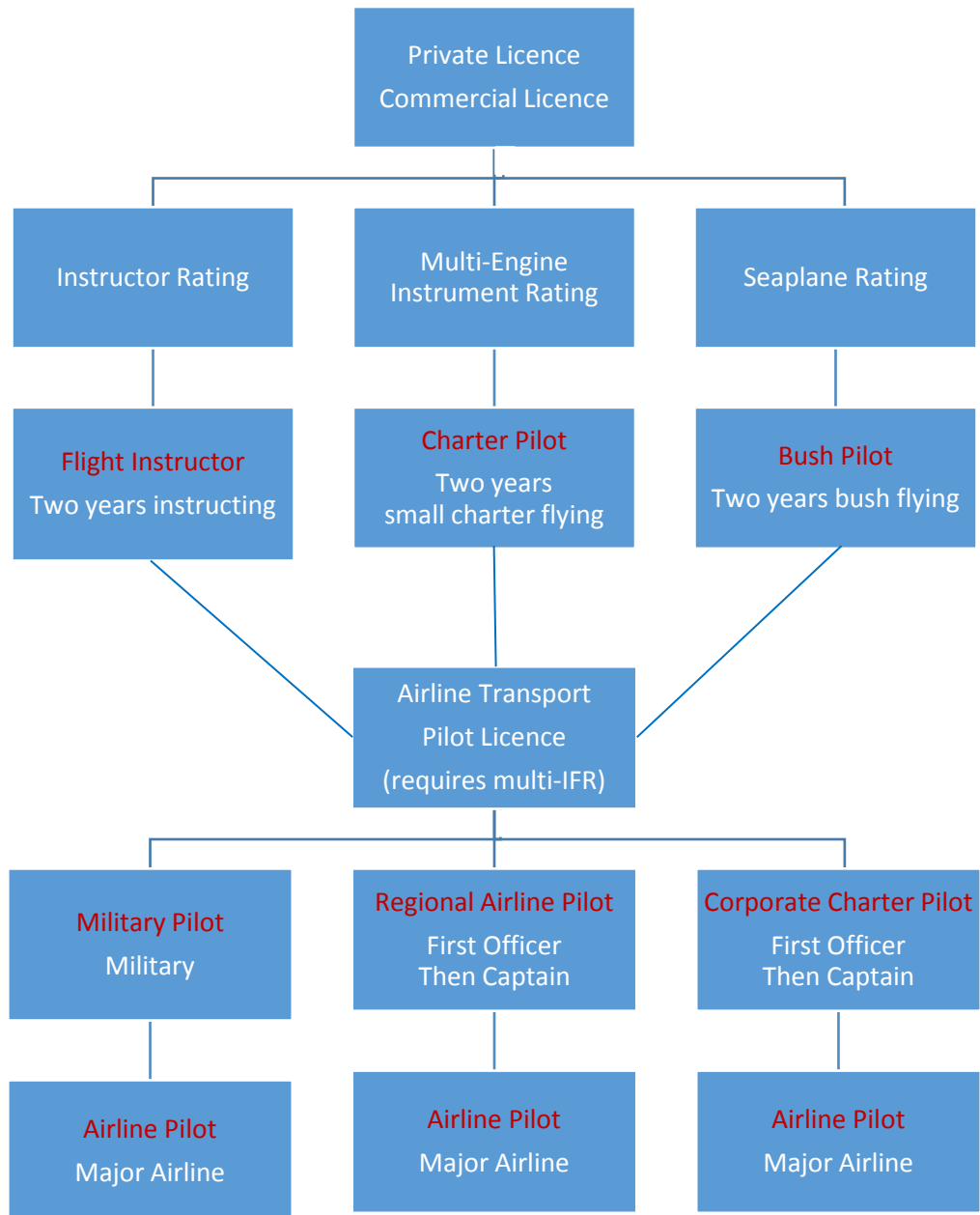


Please note that career paths and requirements can be complex. You will need to talk over your career choice with your school as details cannot be adequately summarized on a graphic like the chart below.

There are many ways and aviation environments to use your Commercial Pilot Licence. Typical choices include a commercial pilot career as a Flight Instructor, Charter Pilot, Bush Pilot, Corporate Charter Pilot, Military Pilot or Airline Pilot.

There are various routes to these careers. The chart on the next page shows careers highlighted in red and typical routes to these careers.

Chart: Typical Professional Pilot Careers and Career Paths



APPENDIX A: LICENCES AND RATINGS DETAILS

RECREATIONAL PILOT PERMIT

PRIVILEGES

- Fly as pilot-in-command of a single-engine aeroplane designed to carry a maximum of 4 passengers, but with no more than one passenger carried on board, under Day VFR conditions in Canadian Airspace

PREREQUISITES

- Minimum 16 years of age (14 for first solo)
- Valid Category 1, 3, or 4 Medical Certificate

TRAINING REQUIREMENTS

- A minimum of 25 hours flight time, including a minimum of:
 - 15 hours dual instruction flight time, including a minimum of 2 hours cross-country flight time
 - 5 hours solo flight time
- Successfully complete a flight test to the standard outlined in the Flight Test Standard - Recreational Pilot Permit - Aeroplane (TP12475E).
- Obtain a minimum grade of 60% on the written examination Pilot Permit - Recreational - Aeroplane (RPPAE), or Private Pilot Licence - Aeroplane (PPAER).

PRIVATE PILOT LICENCE

PRIVILEGES

The holder of a Private Pilot Licence – Aeroplane may:

- Act as pilot-in-command or co-pilot of an aeroplane of a class and type in respect of which the licence is endorsed with ratings
- Act as pilot-in-command of an ultra-light aeroplane

PREREQUISITES

- Minimum 17 years of age (14 for first solo)
- Valid Category 1, or 3 Medical Certificate

TRAINING REQUIREMENTS

Knowledge

An applicant for a Private Pilot Licence – Aeroplane shall have completed a minimum of 40 hours private pilot aeroplane ground school instruction including mandatory subject areas. An applicant shall have obtained a minimum of 60% on the written examination for Private Pilot Licence – Aeroplane (PPAER)

Experience

An applicant shall have completed a minimum of:

- 45 hours total flight time, of which a maximum of 5 hours may be completed in an approved flight-training device.
- 17 hours dual instruction flight time, including 3 hours of cross country flight time and 5 hours of instrument time (3 hours may be approved simulator ground time)
- 12 hours solo flight time, including 5 hours of cross country flight time, including a flight of a minimum of 150 nautical miles which shall include 2 full stop landings at points other than the point of departure

Skill

An applicant shall successfully complete a flight test to the standard outlined in the Flight Test Standards – Private Licence – Aeroplane TP13723E Commercial Pilot Licence

COMMERCIAL PILOT LICENCE

PRIVILEGES

While engaged in providing a commercial air service by means of an aeroplane of a class and type in respect of which the licence is endorsed with ratings, act as:

- Pilot-in-command of the aeroplane, if the minimum flight crew document for the aeroplane specifies a minimum flight crew of one pilot, or
- Co-pilot of the aeroplane

PREREQUISITES

- An applicant shall be a minimum of eighteen years of age
- An applicant shall hold a Category 1 Medical Certificate valid for a Commercial Pilot Licence - Aeroplane.

TRAINING REQUIREMENTS

Knowledge

1. An applicant shall have completed a minimum of 80 hours commercial pilot aeroplane ground school instruction including at least the 10 subjects specified in CARS 431.0.
2. An applicant who is a graduate from an approved integrated course shall have completed the applicable course requirements in section 426.75 of the *Canadian Aviation Regulations*.

Written Examination

1. All applicants shall have obtained a minimum of 60% in each of the following four mandatory subjects areas as well as in the overall written examination Commercial Pilot Licence — Aeroplane (CPAER):
 - a) Air Law - regulations, rules and orders, air traffic services, practices and procedures, and licensing requirements relevant to the licence,
 - b) Navigation - navigation, radio aids and electronic theory,
 - c) Meteorology, and
 - d) Aeronautics - General Knowledge - airframes, engines and systems, theory of flight, flight instruments and flight operations.
2. An applicant who is a graduate from an approved integrated course shall have completed the applicable course requirements in section 426.75 of the *Canadian Aviation Regulations*.

Experience

1. An applicant for a commercial pilot licence — aeroplane shall:
 - a) Have completed, subject to paragraph (b), 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
 - b) Following the issuance of a private pilot licence — aeroplane by Canada or another contracting state, have completed 65 hours of commercial pilot flight training in aeroplanes consisting of a minimum of:
 - I. 35 hours dual instruction flight time, under the direction and supervision of the holder of a Flight Instructor Rating — Aeroplane, including:
 - i. 5 hours night, including a minimum of 2 hours of cross-country flight time;
 - ii. 5 hours cross-country, which may include the cross-country experience stated in subclause (i); and
 - iii. 20 hours of instrument flight time in addition to the experience stated in subclauses (i) and (ii). A maximum 10 hours of the 20 hours may be conducted on an approved aeroplane simulator or synthetic flight training device.
 - II. 30 hours solo flight time including:
 - i. (I) 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

- ii. (II) 5 hours solo flight time by night during which a minimum of 10 takeoffs, circuits and landings were completed.
2. An applicant who is a graduate from an approved integrated course shall have completed the applicable experience requirements in section 426.75 of the *Canadian Aviation Regulations*.

Skill

Within the 12 months preceding the date of application for the licence, an applicant for a commercial pilot licence - aeroplane shall successfully complete a flight test as pilot-in-command of an aeroplane, in accordance with Schedule 4 "Flight Test for the Issuance of a Commercial Pilot Licence – Aeroplane" of Standard 428 - *Conduct of Flight Tests*.

NIGHT RATING

The minimum age for a Night Rating is seventeen years of age. Before commencing training in the Night Rating Program, a student requires a valid Private Pilot Licence-Aeroplane Category, and a valid Category 1 or Category 3 Medical Certificate.

PRIVILEGES

- Operate aeroplanes, at night, which are endorsed on their licence.

PREREQUISITES

- Minimum 17 years of age
- Valid Private Pilot Licence
- Valid Category 1 or 3 Medical Certificate

TRAINING REQUIREMENTS

- A minimum of 20 hours pilot flight time in aeroplanes, including:
 - **10 hours of night flight time including a minimum of:**
 - 5 hours dual flight time, including 2 hours of cross country flight time
 - 5 hours solo flight time, including 10 takeoffs, circuits and landings
 - 10 hours dual instrument time
 - Credit for a maximum of 5 hours of the 10 hours of dual instrument may be given for instrument ground time, provided that the total instrument time shall be in addition to the 10 hours night flight time in sub-paragraph above; **and**
- Have displayed satisfactory knowledge to your instructor.

AIRLINE TRANSPORT PILOT LICENCE (ATPL)

PRIVILEGES

- All privileges of the Commercial Pilot Licence, Multi Engine Rating and Class 1 Instrument Rating
- Write the ATPL exams prior to graduation

PREREQUISITES

- Before entering an integrated course, pre-entry requirements must be met for medical, age, level of education and language proficiency.
- For medical requirements, since the individual is seeking a commercial pilot licence, the medical requirements for this licence should be met before entering the course.
- The minimum age for holding a commercial pilot licence is 18 so entry to the course must ensure that this requirement can be met once the course is completed.
- Before being admitted to an integrated course, the student shall have a secondary school diploma or equivalent. A copy of the diploma or the document of equivalency can be kept on the student's file. The

mechanism for equivalency will vary from province to province and territory. All provinces have a system for establishing equivalency. The most commonly used system is the General Educational Development Testing Service. Although GED testing would be the minimum standard for equivalency, there is nothing to prevent a flight school establishing higher equivalency requirements for their own integrated course.

- Company policy sets requirements for language proficiency. A minimum level of proficiency in either English or French, as applicable, is needed for learning. Regulations are being developed to introduce new ICAO standards for language proficiency. Once implemented, these standards could provide a basis for language proficiency on entering an integrated course.

TRAINING REQUIREMENTS

- 205 hours flight time, including all flight tests, of which up to 55 hours may be instrument ground time
- 750 hours of ground school instruction, of which a minimum of 500 hours shall be classroom based

MULTI-ENGINE RATING

PRIVILEGES

- Fly non-high-performance multi-engine aeroplanes as endorsed on your licence.

PREREQUISITES

- Valid PPL or CPL
- Valid Category 1 or 3 Medical Certificate

TRAINING REQUIREMENTS

- Complete sufficient dual instruction to meet the flight test standards.
- Successfully complete a flight test to the standard outlined in the Flight Test Standards – Multi-Engine Rating - Aeroplane (TP219)

INSTRUMENT RATINGS, GROUP 1 AND GROUP 3

Note: A Group 1 Instrument Rating allows pilots to fly under Instrument Flight Rules in a multi-engine or single-engine aircraft. A Group 3 rating allows pilots to fly under Instrument Flight Rules in a single-engine aircraft.

PRIVILEGES

- The holder of an Instrument Rating may act as Pilot-in-command of an aircraft where there is no visual reference to the ground.

PREREQUISITES

- A valid Commercial Pilot Licence or Private Pilot Licence;
- In the case of a Multi-engine (Group 1) Instrument Rating, a Multi-Engine Rating;
- A valid Category 1, or 3 Medical Certificate.

TRAINING REQUIREMENTS

- Complete a minimum of 50 hours of cross-country flight time as pilot-in-command in aeroplanes
- 40 hours instrument time of which a maximum of 20 hours may be instrument ground time, including:
- One dual cross-country flight under simulated or actual IMC conditions to a point a minimum of 100 nautical miles radius from the point of departure.
- The flight is to be conducted in accordance with an IFR flight plan and must include, at 2 different locations, an instrument approach to minima.
- Successfully complete a flight test to the standard outlined in the Flight Test Standard – Instrument Rating (TP9939E)
- Obtain a minimum of 70% on the written examination for Instrument Rating (INRAT).

VFR OVER THE TOP

PRIVILEGES

- This rating allows you to operate aeroplanes endorsed on your licence over top of cloud while maintaining visual reference to the horizon, and providing weather at departure and destination is VFR.
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PREREQUISITES

- Valid Private Pilot Licence
 - Valid Category 1 or 3 Medical Certificate
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TRAINING REQUIREMENTS

- 15 hours of dual instrument time of which a maximum of 5 hours may be instrument ground time
 - Demonstrate to your instructor the level of skill specified in the Flight Instructor Guide – VFR OTT.
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SEAPLANE (FLOAT) RATING

PRIVILEGES

- This rating entitles you to use water surfaces for take-off and landing.
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PREREQUISITES

- Recreational Pilot Permit
 - Private Pilot License, or
 - Commercial Pilot License
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TRAINING REQUIREMENTS

- 7 hours of training including a minimum of 5 hours dual instruction and 5 solo take-offs and landings