

# *EDMONTON FLYING CLUB*



## *PRIVATE PILOT LICENSE COURSE OUTLINE*

Edmonton Flying Club  
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Spruce Grove, Alberta  
T7X 3L7

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# ***PRIVATE PILOT LICENSE COURSE OUTLINE***

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# ***WELCOME TO YOUR PRIVATE PILOT TRAINING***

For your information and to meet government regulations, we would ask that you take some time to review this handout, as you will be required to become familiar with it for the duration of your training.

## ***SECTION 1 – LICENSE REQUIREMENTS (CARS 421.26)***

### **1.1 – AGE:**

Student Pilot Permit	14 years old
Private Pilot Licence	17 years old

### **1.2 – MEDICAL:**

Minimum Category 3 Medical Certificate as determined by Transport Canada.

### **1.3 – GROUND SCHOOL REQUIREMENTS:**

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

- *Canadian Aviation Regulations*
- *Aerodynamics and Theory of Flight*
- *Meteorology*
- *Airframes, Engines and Systems*
- *Flight Instruments*
- *Radio and Electronic Theory*
- *Navigation*
- *Flight Operations*
- *Licensing Requirements*
- *Human Factors, including pilot decision-making*

### **1.4 – FLIGHT EXPERIENCE REQUIREMENTS:**

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.*

## 1.5 – EXAMINATIONS REQUIRED:

### Pre-Solo:

- Student Pilot Permit, Aviation Regulations Examination (PSTAR)
- Radiotelephone Operator's Restricted Certificate (Aeronautical) Exam

### For Issue of Private Pilot Licence:

- Transport Canada Aviation Language Proficiency Test (CARs 401.06, 402.03)
- Transport Canada written examination *Private Pilot Licence – Aeroplane (PPAER)*
- Transport Canada Flight Test (Pilot Examiner on site)

## 1.6 – KNOWLEDGE & SKILL REQUIREMENTS:

### Written Test:

An Applicant shall 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)*:

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

### Flight Test:

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 (TP13723)*.

## ***SECTION 2 – FLIGHT TRAINING***

Your Training is divided into two parts:

- 1) Ground School
- 2) Flight Training

### **2.1 – GROUND SCHOOL:**

The 80 hour ground school course is divided into 4 Modules; General knowledge, Air Law, Meteorology, and Navigation. The course is presented via the Power Point medium with a test at the end of each phase. You may begin your training at the start of any of the 4 Modules.

This traditional lecture style is supplemented with videos, guest speakers and group activities. In addition, we encourage group discussions and opinions. The best way to learn is by asking lots of questions and staying involved.

To be eligible to write the examination required for the issue of your licence, you will need to produce the following:

*A letter of recommendation from the Flight Training Unit or from the flight instructor who is responsible for the training of the applicant, stating that the applicant has completed the ground school instruction, and has reached a sufficient level of knowledge to write the examination.*

To be eligible to write the examination required for the issue of your licence, you will need to provide proof that the experience and training requirements set out below have been met:

*An applicant for a Private Pilot Licence shall have completed 10 hours flight time in the same category of aircraft, or hold a valid Pilot Permit – Ultra-light Aeroplane.*

## 2.2 – FLIGHT TRAINING:

The other component to your training is learning how to fly the actual aircraft. You do not necessarily need to do the ground school first. In fact, we have found that the most beneficial progression in training is achieved when ground school and flying are conducted simultaneously. Therefore, you are able to apply your theoretical knowledge to its practical use in the air. As you gain flying experience you will acquire a better grasp of the theoretical principles presented in the classroom. In other words, you establish a link between what you have learned in the classroom with your practical skills in the air. The connection between these two components will bring about a clearer understanding of flying and make your training more enjoyable.

Your flying schedule will be determined with the help of your flight instructor. You can expect the typical one-on-one flight training lesson to take approximately two hours of your time. Although not necessary, flying two to three times a week seems to be the best guideline.

### **Stage 1 – Familiarization:**

Your first lesson will be focused on introducing you to the aircraft and its major components. Also, learning how to complete an inspection of the plane and get a weather briefing will be major focuses in this initial phase.

Soon you will be discussing taxiing, basic attitudes and movements; then you will be ready to take your first flight.

### **Stage 2 – Basic Maneuvers:**

This stage consists of several flights, which will focus on basic maneuvers such as straight and level flying, climbs and descents, and turns. You will acquire a basic knowledge of the handling characteristics of the aircraft. Next you will work on the fun stuff; upper air work – slow flight, stalls, spins, spirals, and sideslips. Finally, take-offs, landings and circuit training.

### **Stage 3 – Solo Preparation:**

During this stage you will be trained on emergency procedures and further explore the handling techniques of the aircraft.

Before your first solo flight you will need to have passed the PSTAR exam and the radio operator exam. Also, you will need your valid medical certificate, which you will have acquired previously, following your medical examination by a Civil Aviation Medical Examiner.

Once you have completed your first solo you will be traveling to and from Villeneuve to practice on your own.

### **Stage 4 – Advanced Maneuvers:**

Now back to the practice area where your instructor will teach you the procedures for precautionary and forced landings, and how to fly solely by the aircraft instruments. Once you have become proficient, you'll be going out solo, practicing both precautionary and forced landings.

### **Stage 5 – Cross-Country:**

Now that we've seen so much of the practice area and Villeneuve, why not spread our wings and see some more "exotic" locations surroundings Edmonton? St. Paul, Vegreville, Drayton Valley, and even Red Deer are all

possible locations for your cross-country navigation experience. Route planning, map reading, in-flight calculations, and creating a navigation log, are all included in this phase of your training.

**Stage 6 – Flight Test Preparation:**

Finally, a quick review to polish the skill set that you've acquired in your training. Your instructor will make sure you are confident and well prepared for the **flight test** which will be coming up in only a short amount of time.

**Stage 7 – Flight Test:**

The final phase is the Flight Test. It's not as scary as it sounds. During your training you are constantly being prepared for this moment. The examiner will mark you on every flight maneuver for safety and accuracy within a given range of limits.

And that's it! Once you've passed the written exam and your flight test, there's a bit of paper work and then you're a full-fledged pilot. *Congratulations!*

## ***SECTION 3 – OPERATING MINIMUMS***

For the most recent information refer to the posted operating minimums.

Interpretation

1. Where a TAF is used
  - a. TEMPO conditions will be considered as part of the forecast
  - b. Wind speed limitations will include the gust factor
2. CPL6 weather
  - a. both CZVL and CYEG will satisfy the conditions required

At the time of departure, for the period of the flight and at the destination for the time of arrival:

### **SPP License Holders (Solo)**

- (1) instructors may apply additional or lower limitations per student at their discretion
- (2) all solo flight must occur within fourteen(14) days of a dual flight
- (3) flights in conditions where the requirements are not met may be authorized by the (A)CFI

	<b>Local Flights</b>	<b>Cross Country Flights</b>
Visibility	greater than 6SM	greater than 6SM
Ceiling	minimum 2000AGL no TS	minimum 3000AGL no TS
Wind	not greater than 15KTS	same as local
Crosswind	not greater than 10KTS	same as local
Temperature	not less than -26°C not more than 29°C	same as local same as local
Fuel Reserve	45 minutes at cruise	full tanks

All aircraft must land no later than 1630MST or the beginning of evening civil twilight (listed on the FBO webpage as sunset), whichever occurs **later**.

## Dual/Instructional Flights

(1) flights in conditions that exceed the limitations may be authorized by the CFI or delegate

	<b>Local Flights</b>	<b>Cross Country Flights</b>
Visibility	per CARs	per CARs
Ceiling	per CARs	per CARs
Wind	not greater than 35KTS	same as local
Crosswind	not greater than POH demonstrated value	same as local
Temperature	not less than -26°C not more than 29°C	same as local same as local
Fuel Reserve	per CARs	per CARs

## ***SECTION 4 – EDMONTON FLYING CLUB REGULATIONS***

### **4.1 – LOCAL PRACTICE AREAS:**

Please familiarize yourself with the location of our practice area, which is CYA 209(T) – located approximately 15 NM west of the Parkland airport. This advisory area is listed on both the Edmonton VNC and the Edmonton VTA.

### **4.2 – REPORTING OF DEFECTS:**

Reporting of defects and un- serviceability's are as follows: The pilot-in-command shall enter the defect or unserviceability in the Aircraft Journey Log, and notify Club Dispatch Staff as per Edmonton Flying Club Maintenance Control Manual.

Any defect or unserviceability that happens away from home base is to be reported by phone to the Club (collect calls accepted). ***Under no circumstance shall any maintenance be performed on club aircraft without the express written permission from the director of maintenance at the Edmonton Flying Club.***

### **4.3 – AIRCRAFT PARKING:**

During regular hours of operation, aircraft are generally parked on the ramp in designated parking areas and chocked. No aircraft should be left unattended without chocks; and during days with high winds, without tie-downs and control locks secured.

All of our aircraft are generally hangared for the night. When that is not possible because of a late arrival, the pilot-in-command is required to check that all switches are off, control locks are in place, doors closed, and that at least two wheels are chocked. The aircraft should be placed in the lee of the building to avoid any wind gusts.

When away from the club, plans should be made for tie-downs. Tie-down kits are available from the club. Payment of landing and parking fees, if applicable, are the responsibilities of the renter during cross-country training.

### **4.4 – UNSCHEDULED OR FORCED LANDINGS:**

In the event of an unscheduled or forced landing the pilot-in-command is required to shut all systems down, and determine if there are any injuries to themselves or any passengers.

As safety allows, if radios are non-operational, attempt to maximize the possibility of the ELT functioning by visually inspecting the switches and aerial. If an overnight stay appears imminent, take shelter, build a fire, stay with the aircraft and wait for rescue.

Prior to attempting to takeoff, contact the CFI or General Manager. The numbers can be found in the documents bag.

### **4.5 –CLOTHING:**

Students and staff are reminded that it is mandatory to wear long pants while in the training aircraft as a precaution in the event of a forced landing. We would also remind you that for winter operations, appropriate clothing needs to be worn in case you have to walk out or are forced to overnight in the bush.

## ***SECTION 5 – COURSE MATERIALS***

### **5.1 – RECOMMENDED FOR PRIVATE PILOT COURSE:**

#### Texts:

- From The Ground Up, Millennium Edition – Aviation Publishers Co. Ltd.
- From The Ground Up, Workbook – Aviation Publishers Co. Ltd.
- Aeroplane Flight Training Manual, 4<sup>th</sup> Edition – Transport Canada (TP 1102E)
- Aeronautical Information Manual – Transport Canada (TP 14371E)
- VFR Radio Procedures in Canada – RMC Inc.
- EFC Ground School Course – Edmonton Flight College

#### Charts:

- Edmonton VFR Navigation Chart – Nav Canada (AIR 5015)
- Edmonton VFR Terminal Area – Nav Canada (AIR 1904)

#### Misc. Items

- Pilot Training Record (PTR) – VIP Pilot Centre Inc.
- Pilot Logbook – VIP Pilot Centre Inc.
- ICAO Ruler – Aviation Publishers Co. Ltd.
- International Navigation Protractor – Aero Products Research, Inc.
- ASA E6-B Flight Computer – Aviation Supplies & Academics Ltd.
- Aircraft Information Manual\*

*\*Specific to training aircraft chosen.*

**Note: All items above are included in the Edmonton Flying Club's PPL Ground School Kit.**

### **5.2 – SUPPLEMENTARY ITEMS:**

While not required, or even necessarily recommended, the items listed below are available from the Edmonton Flying Club's Pilot Shop, and can serve to provide additional insight into the subjects covered in the ground school or utility in the aircraft during practical flight training:

#### Texts:

- Culhane Private Pilot and Recreational Pilot Ground School Course – Accelerated Aviation Training
- Culhane Private Pilot and Recreational Pilot Written Test Book – Accelerated Aviation Training
- Air Command Weather Manual – Transport Canada (TP 9352E)
- Air Command Weather Manual Workbook – Transport Canada (TP 9353E)
- Flight Test Notes, Preparation Guide for Canadian PPL & CPL Flight Tests – Aviation Publishers Co. Ltd.
- Canada Flight Supplement – Nav Canada (CFS)

#### Misc. Items

- ASA Tri-Fold Kneeboard KB-3 or KB-3L – Aviation Supplies & Academics Ltd.
- ASA Metal E6-B Flight Computer – Aviation Supplies & Academics Ltd.
- ASA CX-2 Electronic Flight Computer – Aviation Supplies & Academics Ltd.
- DC H10-13.4 Aviation Headset – David Clark Company Inc.

## ***SECTION 6 – STUDY & REFERENCE GUIDES***

Please ensure you obtain a current *Study and Reference Guide – Private Pilot Licence – Aeroplane (TP 12880E)\** and *Flight Test Guide – Private Pilot Licence – Aeroplane (TP 13723)\**.

***\*Available online at Transport Canada's website. (Google search publication number. eg. "TP 13723")***

