

EDMONTON FLYING CLUB



COMMERCIAL PILOT LICENCE COURSE OUTLINE

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WELCOME TO YOUR COMMERCIAL 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 – LICENCE REQUIREMENTS (CARS 421.30)

1.1 – AGE:

Commercial Pilot Licence 18 years old

1.2 – MEDICAL:

Minimum Category 1 Medical Certificate as determined by Transport Canada.

1.3 – GROUND SCHOOL REQUIREMENTS:

An applicant shall have completed a minimum of 80 hours commercial 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 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 time.

The flight training shall include a minimum of:

- **35 Hours Dual Instruction Flight Time,**
Under the direction and supervision of the holder of a Flight Instructor – 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; 20 hours of instrument flight time in addition to the experience stated above. A maximum 10 hours of the 20 hours may be conducted on an approved aeroplane simulator or flight training device.

FLIGHT EXPERIENCE REQUIREMENTS (continued):

- **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; 5 hours solo flight time by night during which a minimum of 10 take-offs, circuits and landings were completed.

1.5 – EXAMINATIONS REQUIRED:

For Issue of Commercial Pilot Licence:

- Transport Canada written examination *Commercial Pilot Licence – Aeroplane (CPAER)*
- 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 *Commercial Pilot Licence – Aeroplane (CPAER)*:

- **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** - weather theory and practical knowledge
- **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 Commercial Pilot Licence – Aeroplane (TP13462)*.

SECTION 2 – 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:

PPL/CPL License Holders (Rentals/Solo)

(1) a minimum of one(1) hour of flight time must have occurred with the previous 90 days of the flight in an Edmonton Flying Club aircraft

(2) staff may verify weight and balance or not authorize a flight in they believe there is a risk to safety at their discretion

(3) flights longer than four(4) hours must be pre-approved by the (A)CFI

(4) flights in conditions where the requirements are not met may be authorized by the (A)CFI

	Local Flights	Cross Country Flights
Visibility	greater than 3SM	greater than 4SM
Ceiling	minimum 1500AGL no TS	minimum 2000AGL no TS
Wind	not greater than 30KTS	same as local
Crosswind	not greater than the 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	45 minutes at cruise	same as local

Dual/Instructional Flights

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

	Local Flights	Cross Country Flights
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 3 – EDMONTON FLYING CLUB REGULATIONS

3.1 – 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. There is also the East Practice area which is located approximately 45 NM to the east of the Parkland airport.

3.2 – REPORTING OF DEFECTS:

Reporting of defects and unserviceable equipment is as follows: The pilot-in-command will 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.***

3.3 – 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. Where 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.

3.4 – 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.

3.5 – REQUIRED 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 4 – COURSE MATERIALS

4.1 – RECOMMENDED FOR COMMERCIAL PILOT COURSE:

Texts:

- From The Ground Up, Millennium Edition – Aviation Publishers Co. Ltd.
- From The Ground Up, Workbook – Aviation Publishers Co. Ltd.
- Culhane Commercial Pilot Ground School Course – Accelerated Aviation Training
- Culhane Commercial Pilot Written Test Book – Accelerated Aviation Training
- Air Command Weather Manual – Transport Canada (TP 9352E)
- Air Command Weather Manual Workbook – Transport Canada (TP 9353E)
- Aeroplane Flight Training Manual, 4th Edition – Transport Canada (TP 1102E)
- Aeronautical Information Manual – Transport Canada (TP 14371E)
- Canada Flight Supplement – Nav Canada (CFS)

Charts:

- Edmonton VFR Navigation Chart – Nav Canada (AIR 5015)
- Edmonton VFR Terminal Area – Nav Canada (AIR 1904)
- Enroute Low Altitude LO 1 & 2 – Nav Canada (LO12)

Misc. Items

- Pilot Training Record (PTR) – VIP Pilot Centre Inc.
- International Navigation Protractor – Aero Products Research, Inc.
- ASA E6-B Flight Computer – Aviation Supplies & Academics Ltd.

4.2 – 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:

- Human Factors For Aviation, Basic Handbook – Transport Canada (TP 12863E)
- Flight Test Notes, Preparation Guide for Canadian PPL & CPL Flight Tests – Aviation Publishers Co. Ltd.

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 5 – STUDY & REFERENCE GUIDES

Please ensure you acquire a current *Study and Reference Guide – Commercial Pilot Licence – Aeroplane (TP 12881E)** and *Flight Test Guide – Commercial Pilot Licence – Aeroplane (TP 13462)**.

****Available online at Transport Canada's website. (Google search publication number. eg. "TP 12881")***

