

# *EDMONTON FLYING CLUB*



## *INSTRUCTOR RATING*

### *COURSE OUTLINE*

Edmonton Flying Club  
#5-52111 Range Road 270  
Parkland County, Alberta  
T7X 3L7

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# ***INSTRUCTOR RATING COURSE OUTLINE***

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# WELCOME TO YOUR INSTRUCTOR RATING

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 – RATING REQUIREMENTS (CARS 421.69)

- 1.1 – AGE:** 18 years old
- 1.2 – MEDICAL:** Minimum Category 1 Medical Certificate as determined by Transport Canada.
- 1.3 – LICENCE:** *Commercial Pilot Licence – Aeroplane, or  
Airline Transport Pilot Licence – Aeroplane.*
- 1.4 – PRE-REQUISITES:** Before commencing **Flight Training** for the Class 4 Instructor Rating, an applicant shall hold one of the licences above.
- 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.*

### 1.5 – GROUNDSCHOOL REQUIREMENTS:

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

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

## **1.6 – FLIGHT EXPERIENCE REQUIREMENTS:**

An applicant shall have completed 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:

- i. 5 hours of training in the teaching of instrument flight skills.
- ii. A maximum of 5 of the 30 hours may be conducted on an approved aeroplane simulator or flight training device.

**\*\*No solo flight training is required by Transport Canada\*\***

## **1.7 – EXAMINATIONS REQUIRED:**

### **For Issue of a Class 4 Flight Instructor Rating – Aeroplane:**

- Transport Canada *Class 4 Flight Instructor Rating – Aeroplane Written Examination (AIRAF)*
- Transport Canada *Class 4 Flight Instructor Rating – Aeroplane Flight Test*

## **1.8 – KNOWLEDGE & SKILL REQUIREMENTS:**

### **Written Test:**

An applicant shall have obtained a minimum of 70% on the *Class 4 Flight Instructor Rating – Aeroplane Written Examination (AIRAF)*.

### **Flight Test:**

An applicant must successfully complete a flight test in accordance with the standards outlined in the *Flight Test Guide – Flight Instructor Rating – Aeroplane, Helicopter, Aerobatic (TP 5537)*.

## **SECTION 2 – OPERATING MINIMUMS**

The weather conditions required for the dual and solo portion of the Instructor Rating are as follows:

### **2.1 – CEILING & VISIBILITY REQUIREMENTS:**

#### ***Local***

Dual Flight – Minimum ceiling of 1,000' AGL and 3 statute miles visibility

Solo Flight – Minimum ceiling of 1,500' AGL and 3 statute miles visibility.

#### ***Local, Night***

Dual Flight – Minimum ceiling of 1,500' AGL and 3 statute miles visibility.

#### ***Cross-Country***

Dual Flight – Minimum ceiling of 1,000' AGL and 3 statute miles visibility.

***Cross-Country, Night***

Dual Flight – Minimum ceiling of 1,500' AGL and 5 statute miles visibility at departure point, enroute weather, and destination forecast.

**2.2 – MAXIMUM WINDS FOR CONDUCTING TAKE-OFFS & LANDINGS:**

Dual Flight – Maximum wind of 30 knots and/or cross-wind component not to exceed POH .

Solo Flight – Maximum wind of 20 knots and/or cross-wind component not to exceed POH .

**2.3 – MINIMUM TEMPERATURES FOR FLIGHT TRAINING OPERATIONS:**

Dual & Solo Flight – - 25° C

**2.4 – FUEL RESERVES NECESSARY FOR TRAINING FLIGHTS:**

Dual & Solo Flight – 45 mins.

## **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 un-serviceability's 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.

### **3.6 – FLIGHTS OVER WATER:**

Flight over water is prohibited except when conducted within such a distance wherein the aircraft could glide to shore in the event of an engine failure. Flight may be conducted beyond this distance if a life preserver, individual flotation device or personal flotation device is carried for each person on board.

## **SECTION 4 – COURSE MATERIALS**

### **4.1 – RECOMMENDED FOR INSTRUCTOR RATING COURSE:**

#### **Texts:**

- Flight Instructor Guide – Aeroplane – Transport Canada (TP 975)\*
- Culhane Instructor Rating Ground School Course – Accelerated Aviation Training
- Culhane Instructor Rating Written Test Book – Accelerated Aviation Training
- Human Factors For Aviation, Basic Handbook – Transport Canada (TP 12863E)
- Human Factors For Aviation, Instructor’s Guide – Transport Canada (TP 12865E)
- Aeronautical Information Manual – Transport Canada (TP 14371E)
- Stick and Rudder

#### **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.

### **4.2 – SUPPLIMENTARY 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 topics discussed in ground briefings or utility in the aircraft during practical flight training:

#### **Texts:**

- The Pilot’s Manual, PM 1Flight School – Aviation Supplies & Academics Ltd.

## **SECTION 5 – STUDY & REFERENCE GUIDES**

Please ensure you acquire a current *Study and Reference Guide (TP 2810E)\** and a *Flight Test Guide – Flight Instructor Rating – Aeroplane, Helicopter, Aerobatic (TP 5537)\**.

*\*Available online at Transport Canada’s website. (Google search publication number. eg. “TP 13723”)*

