

EDMONTON FLYING CLUB



RECREATIONAL PILOT PERMIT COURSE OUTLINE

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WELCOME TO YOUR RECREATIONAL 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 421.22)

1.1 – AGE:

Student Pilot Permit	14 years old
Recreational Pilot Permit	16 years old

1.2 – MEDICAL:

Minimum Category 4 Medical Certificate as determined by Transport Canada.

1.3 – GROUND SCHOOL REQUIREMENTS:

There is currently no ground school requirement for issuance of a Recreational Pilot Permit; however, successful completion of the Transport Canada written test is still a requirement. For this reason, enrollment at an accredited Private Pilot Ground School program is recommended.

1.4 – FLIGHT EXPERIENCE REQUIREMENTS:

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

The flight training shall include a minimum of:

- **15 Hours Dual Instruction Flight Time**
Including a minimum of 2 hours cross-country flight time; and
- **5 Hours Solo Flight Time**

1.5 – EXAMINATIONS REQUIRED:

Pre-Solo:

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

For Issue of Recreational Pilot Permit:

- Transport Canada written examination *Pilot Permit – Recreational – Aeroplane (RPPAE), or 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 *Pilot Permit – Recreational – Aeroplane (RPPAE)*, or *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 Standard – Recreational Pilot Permit – Aeroplane (TP 12475E)*.

SECTION 2 – RECREATIONAL PILOT PERMIT RESTRICTIONS

The Recreational Pilot Permit is an economical way to fly, but it carries with it some very important restrictions that do not affect holders of the Private Pilot Licence:

- Flights carried out by the holder of a recreational permit are restricted to Day VFR conditions only without the option of endorsing the permit with a Night Rating.
- Types of aircraft flown by the holder are restricted to non-high performance, Single-Engine aircraft (either land or seaplane), with a maximum of 4 seats.
- A maximum of only 1 passenger can be carried when the pilot-in-command is the holder of a Recreational Pilot Permit.
- As the Recreational Pilot certificate is a permit, and not a licence, it is not recognized internationally; therefore, only domestic flights within Canada are approved (no cross-border flights into the US are allowed).

SECTION 3 – ADDITIONAL CONSIDERATIONS

While there is no ground school requirement for issuance of the Recreational Pilot Permit, it is recommended that students keep record in a separate PTR (pilot training record) of any ground school hours accrued from classes they may attend in preparation for their written examination. These hours, when properly recorded, can count towards the later issuance of a Private Pilot Licence.

Similarly, the *Transport Canada Aviation Language Proficiency Test* (only required for the issuance of a licence from Transport Canada) is still recommended for holders of the Recreational Pilot Permit, and will be needed regardless if the student later decides to progress to the Private level.

SECTION 4 – 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 5 – EDMONTON FLYING CLUB REGULATIONS

5.1 – 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.

5.2 – 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.**

5.3 – 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.

5.4 – 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.

5.5 – 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 6 – COURSE MATERIALS

6.1 – RECOMMENDED FOR RECREATIONAL PILOT PERMIT 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, 4th 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.

6.2 – 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 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.

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 7 – STUDY & REFERENCE GUIDES

Please ensure you acquire a current *Study and Reference Guide – Recreational Pilot Permit – Aeroplane (TP 12467E)** and *Flight Test Standard – Recreational Pilot Permit – Aeroplane (TP 12475E)**.

**Available online at Transport Canada's website. (Google search publication number. eg. "TP 12475")*

