



Hangar 1/2 Josephburg Airport, Alberta Canada

Ph: 780-964-3212

mark.logan@freedomair.ca

Mailing Address;

#36, 20120 TWP 515

Beaver County, AB T0B 4J1

Membership Forms for International Student Training

Personal Information

First Name

Surname

Date of Birth

Address

City

Province

Postal Code

Home Phone

Cell Phone

Work Phone

Primary Email

Occupation

Emergency Contact Information

Emergency Contact Name

Relationship

Address

Phone Number

Pilot Information

Student

OR

Pilot

Course Enrolling in:

- RPP
- PPL

Course Enrolling in:

- PPL
- CPL
- NIGHT
- VFR OTT
- TAIL WHEEL
- MOUNTAIN
- RENTAL

Pilot Permit / License Number: _____

Date of Last Aviation Medical: _____

Medical Category:

- I
- II
- III
- IV

Attached Photocopy of:

- Pilot License
- Medical
- Radio License

Identification:

- Birth Certificate
- Passport
- Driver's License

Permits, Licenses and Ratings Held

- Ultra-light
- Recreational
- Private
- Commercial
- ATPL
- IFR
- Multiengine
- Night
- VFR-OTT
- Aerobatic
- Flight Instructor
- Passenger Carrying
- Other: _____

Rules and Regulations

1. All flying shall be conducted in accordance with the Canadian Aviation Regulations (CARs).
2. All Members and Instructors shall operate all aircraft in accordance with the Pilot Operating Handbook (POH).
3. All Members and Instructors shall follow the Freedom Air Services & Training Ltd. Weather Minimums.
4. No Freedom aircraft will be landed at a non-certified airport except in an emergency.
5. Unless for understandable reason, cancellations made by any Member shall be made at least 24 hours prior to the current booking to allow time to reschedule and fill the time slot. With failure to do so, the member will be charged a 1 Hour Instructor rate no show fee.
6. If the Student/Member is over 15 minutes late for their booking and a cancellation has not been made, a "no-show" fee of 1 Hour Instructor time will be charged to the students account and the aircraft will be re-assigned.
7. No person shall enter or exit an aircraft with the engine running.
8. An initial Proficiency Check will be required (Ground Brief and Flight Time with an Instructor) for all new members wishing to rent aircraft.
9. If a member has not flown a Freedom aircraft for 60 days, a re-currency check on the aircraft will be required.
10. If there are any violations of Transport Canada Regulations the Pilot in Command will be held responsible
11. The Chief Flight Instructor has the authority to check the proficiency of any Student, Pilot, or Instructor
12. All International Students will be required to complete the Letter of Acceptance form.

Payment

1. E-transfer, Cheque, Cash
2. All pay as you go accounts shall be paid Immediately after every flight.
3. Down Payments on account will be accepted. For International Students the fee can be paid by deposit intervals or the full amount of the course.
4. Flight Training will cease until any account balances in the negative are received.
5. Any Deposits on accounts will be non-refundable after 90 **days** upon receipt and will be required to fly off the remaining balance. Any refunds required before the 90 day timeline will be refunded with a 10% administration fee charge.

Waiver

I _____ have read and agree to follow the Freedom Air Services & Training Ltd. Rules and Regulations, Payments and the Weather Minimums.

Name; Pilot/Student

Signature

Witness; Instructor/Dispatcher

Date

Under 19 Years of Age Waiver;

I _____ as Parent or Guardian of _____ I have read the rules and regulations and give him/her permission to enroll for Flight Training and rent aircraft from Freedom Air Services & Training Ltd.

Name; Parent or Guardian

Signature

Witness; Instructor Dispatcher

Date



**All Courses are Transport Canada approved under the CAR's
(Canadian Aviation Regulations)**

Courses

VFR

Recreational Pilot Permit

CAR's Standard 421.22

Minimum Age	16
Medical Requirements	Class 1, 3 or 4
Total Flight Time	CARs Requirements; 25 Hours Minimum
PPL Ground School	40 Hours Minimum
Written Examination	60%

Private Pilot License

CAR's Standard 421.26

Minimum Age	17
Medical Requirements	Class 1 or 3
Total Flight Time	CARs Requirements; 45 Hours Minimum
PPL Ground School	40 Hours Minimum
Written Examination	60%

Commercial Pilot License

CAR's Standard 421.30

Minimum Age	18
Medical Requirements	Class 1
Total Flight Time	CARs Requirements; 200 Hours Minimum
CPL Ground School	80 Hours Minimum
Written Examination	60%

Night Rating

CAR's Standard 421.42 Requirements; 20 Hours Flight Time

Over The Top Rating

CAR's Standard 421.44 Requirements; 15 Hours Dual Instrument Time

Advanced Training

Mountain Checks Golden – Invermere – Vernon – Kelowna and more

Rates

Rates do not include GST

Membership \$100/Year

Aircraft

C-172 L/M \$210 per hour

C-150 M \$180 per hour

Instructor

Instructor VFR \$80 per hour

Class 1 Instructor \$100 per hour

International Student Instructor \$100 per hour

Hand Control Instructor \$100 per hour

Transport Canada Authorized Person \$100 per/sign-off

Student Pilot Permit

Recreational Pilot Permit

Private Pilot License

Commercial Pilot License

Over the Top Rating

Night Rating

Industry Canada Delegate \$100 per/sign-off

Restricted Operator's Certificate – Aeronautical

Transport Canada PPL Written Examination and Invigilator

Examination - \$180

Language Proficiency Examination \$200

Discovery Flight \$260 - walk-around, approximately 40-45 minutes airtime

Sightseeing Tour \$260 - approximately 40-45 minutes airtime

Medicals Dr. Kolber \$180 for contact send request to mark.logan@freedomair.ca

Fuel

Fuel Surcharge: A Fuel Surcharge will be calculated from the current rate and applied to all Flight Invoices.

Cross Country Fuel Reimbursement: All Fuel Reimbursements for CPL and Rental Cross Country flights will be refunded at the current home base (CFB6) rate/surcharge at the time of the flight, or what is shown on the receipt if less than home base rate.

International Student Training

All International Student Training Information can also be found on the website.

www.freedomair.ca

General Inquiries and Bookings

Chief Flight Instructor

Mark Logan/Designated Institutional Representative

mark.logan@freedomair.ca

Health Care Information on Health Care Insurance

<http://www.alberta.ca/ahcip-students.aspx>

Language Proficiency Scale Information on the Language Proficiency Exam

[Canadian Aviation Regulations \(SOR/96-433\) \(canada.ca\)](http://www.canada.ca/aviation/regulations/sor96-433)

CAR's 421.06 (4)

Immigration/Study and Work Options in Canada

Post Graduation Work Permit Program

[Immigration, Refugees and Citizenship Canada - Canada.ca](http://www.canada.ca/immigration-refugees-citizenship)

Training Concerns or Complaints

Chief Flight Instructor

Mark Logan/Designated Institutional Representative

mark.logan@freedomair.ca

Orientation

After arrival in Edmonton, the students will meet the following day at 09:00 at the home base hangar for general orientation. We will complete any remaining required paperwork and provide a tour of the Flight Training Unit, Aircraft and Airport. Ground and Flight bookings will be made at this point as well.

Course Costs

International Student Training

Course Timeline and Costs are based on based on many factors

- The student's dedication and availability to fly. Two or more bookings per/week, and working on the ground school together, can be most effective for training progress.
- Every student is different to teach. Ranging from prior experience with schooling, flying and aviation, to no knowledge of flying at all.
- Non- Favorable weather rescheduling can extend VFR Training Timelines
- Regular Aircraft Maintenance Rescheduling occurs during training as well
- For best Flight Test Results, it is best to complete the PPL Written just prior to the flight test. Study time for the written is one of the biggest dedications to complete the PPL or CPL Pilots Licence. To prolong the written exams can add extra time onto to first solo and licence sign off time. The PSTAR and ROC should be done as soon as possible after starting flight training also.

We always take into consideration the student's time and cost's. Therefore our main goal is to put the student through the provided training as safe and proficient as possible, within a reasonable time frame depending on the above factors.

More Course and Cost Information listed below,

The following Course Costs are based on the C-172 Rate

RPP

Membership	\$100
Medical	\$180
Medical Processing Fee	\$55
Appx 40 Hours Dual Flight Time	\$11,600
Appx 25 Hours Solo Flight Time	\$5250
Appx 20 Hours Ground Brief	\$2000
Classroom/Online Ground School	\$425
Ground School Kit	\$380
Written Examination	\$180
License Application Fee	\$55
Flight Test Fee	\$500
English Proficiency Test	\$200

PSTAR/SPP Sign-Off	\$100
ROC Radio License Sign Off	\$100
RPP License Sign-Off	<u>\$100</u>
	\$21,225

PPL

Membership	\$100
Medical	\$180
Medical Processing Fee	\$55
Appx 50 Hours Dual Flight Time	\$14,500
Appx 30 Hours Solo Flight Time	\$6300
Appx 30 Hours Ground Brief	\$3000
Classroom/Online Ground School	\$425
Ground School Kit	\$380
Written Examination	\$180
License Application Fee	\$55
Flight Test Fee	\$500
English Proficiency Test	\$200
PSTAR/SPP Sign-Off	\$100
ROC Radio Licence Sign Off	\$100
PPL Licence Sign-Off	<u>\$100</u>
	\$26,175

CPL

35 Hours Dual Flight Time	\$10,150
Appx 70 Hours Solo Flight Time	\$14,700
Appx 30 Hours Ground Brief	\$3000
CPL Online Ground School (80 Hrs)	\$425
Written Examination Fee	\$150
License Application Fee	\$55
Flight Test Fee	\$500
License Sign-Off	<u>\$100</u>
	\$29,080

Night Rating

10 Hours Instrument (Including Inst Time from PPL)	
5 Hours Dual Instrument	\$1450
5 Hours Dual (including 2hr x-ctry)	\$1450
5 Hours Solo	\$1050
5 Hours Ground Brief	\$500
Rating Application Fee	\$55

Rating Sign-Off Fee	<u>\$100</u>
	\$4605

Over the Top Rating

15 Hours Dual Flight Time	\$4350
5 Hours Ground Brief	\$400
Rating Application Fee	\$55
Rating Sign-Off Fee	<u>\$100</u>
	\$4905

Instructor Rating

30 Hours Dual Flight Time	\$9000
25 Hours Ground Instruction	\$2000
Application Fee	\$55
Rating Sign-Off Fee	\$100
Flight Test Fee	\$500
	\$11,655

Freedom Air Approved Cross-Country Routes

Route #1

Josephburg (CFB6) - Lac La Biche (CYLB) - Athabasca (CYWM) - Josephburg (CFB6)

Route #2

Josephburg (CFB6) - St. Paul (CEW3) - Lloydminster (CYLL) - Josephburg (CFB6)

Route #3

Josephburg (CFB6) - Rocky Mountain House (CYRM) - Drayton Valley (CER3)- Josephburg (CFB6)

Route #4

Josephburg (CFB6) - Whitecourt (CYZU) - Edson (CYET) - Josephburg (CFB6)

Route #5

Josephburg (CFB6) – Drumheller - (CEG4) – Red Deer (YQF) – Josephburg (CFB6)

VFR

(Visual Flight Rules)

Minimum Weather Conditions

The Edmonton FSS (Flight Service Station) or nearest FSS, and/or the Nav Canada Forecast and Observations webpage will be referenced for weather information for all Freedom Air training flights!

<http://www.flightplanning.navcanada.ca>

1-780-890-8386

1-866-WXBRIEF

The PIC (Pilot in Command) of any training flight or any aircraft rental from Freedom Air Services & Training Ltd will be responsible and shall follow the regulations and standards set out in the Canadian Aviation Regulations.

FREEDOM AIR PROGRAM OUTLINE AND WEATHER LIMITATIONS

MINIMUM VFR WEATHER CONDITIONS FOR LOCAL TRAINING FLIGHTS TO THE DESIGNATED JOSEPHBURG PRACTICE AREA FOR UPPER AIR WORK

Student Pilot Flights:

- Cloud Bases 5000' AGL
- Visibility 10 SM
- No Known Icing

Dual Training Flights:

- Cloud Bases 3500' AGL
- Visibility 3 SM
- No Known Icing

ALL UPPER AIR WORK EXERCISE RECOVERIES WILL NOT EXTEND BELOW 2000' AGL

JOSEPHBURG PRACTICE AREA FAMILIARIZATION FLIGHTS

Student Pilots First Solo Flight to Practice Area:

- Sky Clear
- 20 SM Visibility
- 6000' upper winds 20Kts or less

***No flights are permitted into terminal airspace unless the student has had the Class C Airspace training prior to flight, the student is proficient in the training, and the flight is approved by their supervising instructor.**

***No flights are permitted less than 2000' AGL over ELK Island Park**

CIRCUITS AT JOSEPHBURG AIRPORT CFB6

Solo/Dual Training Flights and Aircraft Rentals

Day:

- Cloud bases 1500' AGL
- Visibility 3 SM
- No Known Icing

Night:

- Cloud Bases 3000'
- Visibility 6 SM
- No Known Icing
-

MINIMUM VFR WEATHER REQUIREMENTS FOR APPROVED FREEDOM AIR CROSS - COUNTRY ROUTES

Student Pilot Cross-Country Flights

Day:

- Cloud Overcast, Bases forecast no lower than 5000' AGL along route
- Visibility 15 SM
- No Known Icing along route

Solo Cross-Country Night Training Flights

- Clouds Scattered, bases no lower than 5000' AGL along route
- Visibility 15 SM
- No Known Icing

ALL OTHER DUAL TRAINING FLIGHTS AND AIRCRAFT RENTALS

The P.I.C (Pilot in Command) of all other Dual Training Flights and Aircraft Rental Flights will be responsible and shall follow the regulations set out in the CAR's;

Minimum Visual Meteorological Conditions for VFR Flight in Uncontrolled Airspace

602.115 No person shall operate an aircraft in VFR flight within uncontrolled airspace unless

- (a) the aircraft is operated with visual reference to the surface;
- (b) where the aircraft is operated at or above 1,000 feet AGL
 - (i) during the day, flight visibility is not less than one mile,
 - (ii) during the night, flight visibility is not less than three miles, and
 - (iii) in either case, the distance of the aircraft from cloud is not less than 500 feet vertically and 2,000 feet horizontally;
- (c) where the aircraft is not a helicopter and is operated at less than 1,000 feet AGL
 - (i) during the day, flight visibility is not less than two miles, except if otherwise authorized in an air operator certificate or a private operator certificate,
 - (ii) during the night, flight visibility is not less than three miles, and
 - (iii) in either case, the aircraft is operated clear of cloud

Minimum Visual Meteorological Conditions for VFR Flight in Controlled Airspace

602.114 No person shall operate an aircraft in VFR flight within controlled airspace unless

- (a) the aircraft is operated with visual reference to the surface;
- (b) flight visibility is not less than three miles;
- (c) the distance of the aircraft from cloud is not less than 500 feet vertically and one mile horizontally; and
- (d) where the aircraft is operated within a control zone,
 - (i) when reported, ground visibility is not less than three miles, and
 - (ii) except when taking off or landing, the distance of the aircraft from the surface is not less than 500 feet.

MAXIMUM ALLOWABLE CROSS-WIND CONDITIONS FOR

TAKE-OFF AND LANDING

If gust factor exists in the current forecast;
Gust factor = max allowable x-wind component

Solo Student Pilot Training Flights

- Maximum Cross Wind Component 6Kts or; at the discretion of the students supervising instructor **AND** C.F.I or assistant C.F.I
- Never to exceed the Manufacturers Maximum Recommended X-Wind Component for the Aircraft flown

*If the surface winds are stronger than forecast along a cross-country route and exceed the Manufacturers Maximum Recommended X-wind component of the aircraft, the student will not land or; if already on the ground they will not depart until the surface winds calm below the maximum recommended x-wind component or until other arrangements are made through the C.F.I to pick up the aircraft.

Dual Training Flights Including Instructor Rating

Never to exceed the Aircraft Manufacturers Maximum Recommended Crosswind Component.
Or at the CFI/Instructors discretion

TEMPERATURE LIMITATIONS FOR TRAINING OPERATIONS

For all Dual Training Flights Including Instructor Rating;
+35C / -25C

A Flap and power assisted approach will be conducted for all landings under -10C
Night Solo Training Flights are not permitted in Temperatures Below -20C

Engine Warming is Mandatory for Forced Landing Exercises in all Temperatures

MINIMUM FUEL RESERVES

Solo Training Flights

All Solo Student Pilot training flights will return to their destination with a **1 Hour Fuel Reserve**

All Other Dual Training Flights Including the Instructor Rating and Aircraft Rentals Will Follow the CAR's;

602.88 (1) This section does not apply in respect of any glider, balloon or ultra-light aeroplane.

(2) No pilot-in-command of an aircraft shall commence a flight or, during flight, change the destination aerodrome set out in the flight plan or flight itinerary, unless the aircraft carries sufficient fuel to ensure compliance with subsections (3) to (5).

(3) An aircraft operated in VFR flight shall carry an amount of fuel that is sufficient to allow the aircraft

(a) in the case of an aircraft other than a helicopter,

(i) when operated during the **day**, to fly to the destination aerodrome and then to fly for a period of **30 minutes** at normal cruising speed, or

(ii) when operated at **night**, to fly to the destination aerodrome and then to fly for a period of **45 minutes** at normal cruising speed

NORTH SASKATCHEWAN RIVER JOSEPHBURG PRACTICE AREA

- All Air Exercise Training Flights for Freedom Air Services will be conducted in the Josephburg Practice Area as outlined
- All flights to and from CFB6 to the Josephburg practice area will be flown below Terminal Control Area unless approved by the supervising Instructor
- All Flights Enroute to and from the Josephburg Practice Area will remain clear of any Advisory Airspace in the area
- When runway 26 is active, all Training Flights will depart straight out to circuit height (3100' ASL), then proceed with a left turn out for an overhead departure at 4500' ASL, then climb to 5500' ASL North-East for the practice area when weather and traffic permits.
- For all Flights Departing to the Josephburg Practice Area when Runway 08 is active, a left turn out at 3100'ASL and Climb to 5500'ASL
- All Flights Returning from the Josephburg Practice Area will return at 4500' and descend accordingly to enter CFB6 Airspace and join the circuit pattern
- All students and members will be familiarized with Instrument approaches at CFB6
- All training flights to the Josephburg Practice Area will be required to monitor and make position reports on 126.7
- CFB6 ATF 123.5 and Chipman ATF 123.40 will be monitored at the practice area as well

CFB6 Training area Coordinates

NW Corner: N54 03 25.28/W112 46 40.44

NE Corner: N54 03 17.62/W112 28 48.91

SE Corner: N53 53 25.08/W112 28 48.79

SW Corner: N53 53 26.62/W112 46 39.34

Practice Area Altitudes

No Operations Above 8000' ASL

No Limited Days or Hours

Map Section Outline Attached



REPORTING OF DEFECTS AND UNSERVICABILITIES

If Any Aircraft or Aeronautical Product is deemed Unserviceable prior to flight, the Aircraft will be grounded and the defect will be reported to the Person Responsible for Maintenance (PRM) before any entries are made in the Aircraft Journey Log.

Once approved by the PRM that a defect can be deferred to return the aircraft to service, the supervising Flight Instructor for that flight or the PRM may defer the aeronautical product as set out in the Freedom Air Services Maintenance Control Manual;

Freedom Air Services & Training Maintenance Control Manual

Section 6.1

DEFECT RECTIFICATION AND DEFERRAL

Defects discovered by the flight crew shall be entered into the Journey log prior to next flight, followed by their signature, and licence number. Rectification of defects as defined as elementary tasks may be performed by the flight crew, provided they have had the elementary task training and authorized to do so. An entry shall be made in the Journey Log, describing the action taken. The entry will include the authorized person's name and licence number.

Defects discovered by the contracted AMO will be rectified or deferred. Rectified defects shall be entered into the technical records. Deferred defects will be entered into the Journey Log.

All defects which are deferred shall be clearly identified and signed in the Journey log with the person's name signature and licence number. The deferred defect will also be transferred to a deferred defect tracking sheet found in the front of the Journey Log. Any outstanding defects listed on the deferred defect sheet will be transferred to the new journey log in the event that the log book is filled.

***The Defect Deferral Tracking Sheet will be checked prior to every flight by*
the Student and/or Pilot in Command. They will ensure that any deferred
defects have been rectified and signed off by the AMO by the specified
date, or are scheduled to be rectified**

SECURING OF AIRCRAFT WHEN NOT IN USE

Once a complete shut-down checklist has been completed, all aircraft will be immediately moved off of the taxiway to the designated parking spot.

The Aircraft Control Lock will be installed and both main wheels will be chocked in between bookings.

When the aircraft is not in use the Control Lock will be installed, both main wheels will be chocked, and the aircraft will be secured with a three-point tie down.

Procedures in the Event of an Unscheduled or Forced Landing

Unscheduled landing

- the PIC will contact the nearest Flight service Station and amend Flight Plan as necessary
- the PIC will contact Freedom Air Services immediately after landing @ 1-780-922-1212
- the aircraft will not return to flight until the situation is reviewed by the CFI and the PRM if it is a maintenance issue
- if the aircraft is non-airworthy the maintenance will be completed and released before returning the aircraft to flight
- if the un-servicability allows a Special Flight Authority, the PRM will arrange for a Ferry Permit and the aircraft will be flown back to the Approved Maintenance Organization for Freedom Air Services & Training Ltd.

Forced Landing

- in the event of a Forced Landing the PIC shall follow the Emergency Procedure set out in the Pilots Operating Handbook for the aircraft being flown
- if possible, the PIC will contact the nearest Flight Service Centre (866-WXBRIEF) and Freedom Air Services & Training Ltd. (1-780-964-3212)
- unless there is civilization in close proximity, the Pilot in Command and any passengers will remain with the aircraft until search and rescue arrives

All Students shall report to the Supervising Instructor at every stop along Cross-Country Routes

All Freedom Air Flights that exceed 25NM will have a flight plan filed with a 1 Hour Maximum Search and Rescue initiation time indicated

Instructor Rating Program Outline

Division VII - Commercial Pilot Licence

421.30 Aeroplanes - Requirements

The requirements in respect of an application for a Commercial Pilot Licence — Aeroplane are the following:
(amended 2006/12/14)

(1) Age

An applicant shall be a minimum of eighteen years of age.

Division XVIII - Flight Instructor Rating - Aeroplane

421.69 Class 4 - Aeroplane - Requirements

(1) Prerequisites

- (a) Before commencing flight training for the Class 4 Instructor Rating - Aeroplane, an applicant shall hold a Commercial or Airline Transport Pilot Licence - Aeroplane and have completed either:
 - (i) a minimum of 200 hours total time including 20 hours instrument time, of which a minimum of 10 hours shall be instrument flight time; or
(amended 2006/12/14)
 - (ii) the commercial pilot licence - aeroplane/instrument rating (CPL(A)/IR) integrated course.
(amended 2006/12/14)
- (b) Before commencing ground school instruction for the Class 4 Instructor Rating - Aeroplane, an applicant shall have successfully completed the written examination and flight test for the Commercial Pilot Licence - Aeroplane.
(amended 2006/12/14)
- **(2) Knowledge**
- (a) An applicant shall have completed a minimum of 25 hours of Instructor Rating ground school instruction which shall include:

- (i) practical application of the basic principles of learning and techniques of instruction;
 - (ii) preparation and use of lesson plans;
 - (iii) procedures for planning and presenting preparatory ground instruction, pre-flight briefings, in-flight instruction, and post-flight debriefings;
 - (iv) theory of flight required to teach the air exercises;
 - (v) aircraft flight manuals and aircraft operating limits;
 - (vi) presentation of pilot decision-making concepts; and
 - (vii) the use of the Transport Canada Flight Instructor Guide, Flight Training Manual, *Canadian Aviation Regulations*, Part IV and the appropriate Flight Test schedules and guides.
(amended 2012/02/19)
- (b) An applicant shall obtain a minimum of 70% in the written examination Flight Instructor Rating - Aeroplane Class 4 (AIRAF).

(3) Experience

An applicant shall complete 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 5 hours of training in the teaching of instrument flight skills. A maximum 5 of the 30 hours may be conducted on an approved aeroplane simulator or flight training device.
(amended 1998/09/01)

(4) Skill

An applicant shall successfully complete a flight test as pilot-in-command of an aeroplane, in accordance with [Schedule 9](#) "Flight Test for the Issuance or Renewal of a Flight Instructor Rating – Class 4 – Aeroplane" of Standard 428 — Conduct of Flight Tests.
(amended 2012/02/19)

(5) Credits

- (a) **Knowledge**
 - (i) An applicant who holds, or has held an instructor rating for helicopters, gyroplanes, gliders, balloons or aerobatics shall be credited with 10 hours of the 25 hours ground school instruction requirement.
(amended 1999/03/01)
 - (ii) An applicant who holds an Airline Transport Pilot Licence - Aeroplane, or a teaching certificate issued by provincial or territorial authorities, shall

be credited with 10 hours of the 25 hours' ground school instruction requirement.
(amended 1999/03/01)

- (iii) An applicant who holds or has held within the preceding 24 months, a flight instructor rating - Helicopter, shall be considered to have met the written examination requirement.
(amended 2000/09/01)

(b) Experience

- (i) An applicant who holds, or has held a Flight Instructor Rating - Helicopter, shall be credited with 10 hours of the 30 hours' of dual flight instruction requirement, and with the 5 hours requirement of training in the teaching of instrument flight skills.
(amended 1999/03/01)
- (ii) An applicant who holds an Airline Transport Pilot Licence - Aeroplane, shall be credited with 10 hours of the 30 hours' dual flight instruction requirement.
(amended 1999/03/01)

421.70 Class 3 - Aeroplane - Requirements

(1) Prerequisites

- (a) An applicant for a initial Class 3 Flight Instructor Rating - Aeroplane shall hold a Class 4 Flight Instructor Rating - Aeroplane and meet the following knowledge, experience and skill requirements.
- (b) Providing that the additional knowledge, experience and skill requirements specified below are met, the requirement to hold a Class 4 Flight Instructor Rating - Aeroplane does not apply to:
 - (i) a Canadian Forces Flight Instructor - Aeroplanes, or
 - (ii) the holder of a Flight Instructor Rating - Aeroplane issued by a Contracting State provided that:
 - (A) the State that issued the rating and Canada have formally agreed to grant reciprocal exemptions; and
 - (B) the rating was not issued on the basis of a rating issued by a State with which Canada has not formally agreed to grant reciprocal exemptions.

(2) Knowledge

- (a) An applicant qualifying under 1(b) above who has acquired a minimum of 750 hours ab-initio flight instruction experience shall:
 - (i) complete a course of ground instruction which shall include the subjects listed under the Knowledge requirement for a Class 4 Rating,
 - (ii) obtain a letter of recommendation from the holder of a Class 1 Flight Instructor rating prior to attempting the written examinations specified below; and
 - (iii) obtain a minimum of 70% in the written examination Flight Instructor Rating - Aeroplane Class 4 (AIRAF).
- (b) An applicant qualifying under 1(b) above who has completed less than 750 hours, but a minimum of 300 hours ab-initio flight instruction shall:
 - (i) complete a course of a minimum of 10 hours ground instruction, which shall include the subjects listed under the Knowledge requirement for a Class 4 Rating,
 - (ii) obtain a letter of recommendation from the holder of a Class 1 Flight Instructor Rating prior to attempting the written examinations specified above; and
 - (iii) obtain a minimum of 70% in the written examination specified above.

(3) Experience

- (a) An applicant shall provide evidence of having conducted in aeroplanes, a minimum of 100 hours dual flight instruction for the issue of a pilot licence.
- (b) An applicant who is referred to in subparagraph (1)(b)(i) or (ii) shall be deemed to have met the requirements in (a) above.

(4) Skill

- (a) Subject to paragraph 4(b) below, an applicant shall complete an "Instructor's Training Record While Under Direct Supervision" indicating evidence of:
(amended 1999/03/01)
 - (i) authorizing no fewer than 3 students for their first solo flight,
(amended 1999/03/01)
 - (ii) recommending no fewer than 3 students for their flight test for issue of a permit or licence, all of whom demonstrated the required standard of skill and knowledge; and
(amended 1999/03/01)

- (iii) having conducted 50% or more of the last 10 hours of the dual flight instruction for the students authorized in (i) and recommended in (ii) above.
(amended 1999/03/01)
- (b) Where an applicant qualifies under 1(b) above, the applicant shall:
 - (i) complete a course of dual instruction from the holder of a Class 1 Flight Instructor Rating;
 - (ii) obtain a letter of recommendation from that instructor to attempt the flight test; and
 - (iii) successfully complete a flight test as pilot-in-command of an aeroplane, in accordance with [Schedule 10](#) “Flight Test for the Issuance or Renewal of a Flight Instructor Rating – Class 3 – Aeroplane” of Standard 428 — Conduct of Flight Tests.
(amended 2012/02/19)
- (c) Provided the requirements in (a) above are met, a flight test is not required for the issue of a Class 3 Flight Instructor Rating - Aeroplane, unless the application for a Class 3 Instructor Rating coincides with the expiry date of a Class 4 Instructor Rating.
- (d) An applicant who is the subject of follow-up action with respect to the applicant’s Flight Test Record in accordance with [Section 421.67](#), is not eligible to upgrade the instructor rating from a Class 4 to a Class 3.

421.71 Class 2 - Aeroplane - Requirements

(1) Prerequisites

An applicant for an initial class 2 Flight Instructor Rating - Aeroplane shall have held a Class 3 Flight Instructor Rating - Aeroplane during the previous 12 month period and meet the following knowledge, experience and skill requirements.

(2) Knowledge

The applicant shall have, within the previous 24 months, obtained a minimum of 70% in a written examination Flight Instructor Rating - Aeroplane (AIRAT).
(amended 2003/06/01)

(3) Experience

An applicant shall provide evidence of having conducted, in aeroplanes, a minimum of 500 hours of flight instructor experience, including a minimum of:

- (a) 400 hours dual flight instruction for the issue of a civil pilot licence or to military wings standards;
(amended 2005/06/01)
- (b) have recommended no fewer than 10 applicants for the recreational, private and/or commercial flight test, of which a maximum of 3 may be for the recreational flight test; and
(amended 2005/06/01)
- (c) five of the ten recommendations for the private or commercial flight test referred to in paragraph 3(b) shall be considered to have been met in the case of an applicant who holds or has held a Canadian Forces Qualified Flying Instructor (QFI) Category A1 or A2 valid for training on single-engine aeroplanes.
(amended 2005/06/01)

(4) Skill

- (a) An applicant shall successfully complete a flight test as pilot-in-command of an aeroplane, in accordance with [Schedule 11](#) “Flight Test for the Issuance or Renewal of a Flight Instructor Rating – Class 2 – Aeroplane” of Standard 428 — Conduct of Flight Tests.
(amended 2012/02/19)
- (b) An applicant who is the subject of follow-up action with respect to the applicant’s Flight Test Record in accordance with Section 421.67, is not eligible to upgrade the instructor rating from a Class 3 to a Class 2.

421.72 Class 1 - Aeroplane - Requirements

(1) Prerequisites

An applicant for an initial Class 1 Flight Instructor Rating - Aeroplane shall have held a class 2 Flight Instructor Rating - Aeroplane during the previous 12 month period and meet the following knowledge, experience and skill requirements.

(2) Knowledge

An applicant shall have, within the previous 24 months, obtained a minimum of 80% in a written examination Flight Instructor Rating - Aeroplane Class 1 (AIRAT).
(amended 2000/09/01)

(3) Experience

An applicant shall provide evidence of having conducted, in aeroplanes, a minimum of 750 hours of flight instruction, including a minimum of:

- (a) 600 hours dual flight instruction for the issue of a civil pilot licence or to military wings standards, and
- (b) have recommended no fewer than 10 applicants for the recreational, private and/or commercial flight test, of which a maximum of 3 may be for the recreational flight test.

(4) Skill

- (a) An applicant shall successfully complete a flight test as pilot-in-command of an aeroplane, in accordance with [Schedule 12](#) “Flight Test for the Issuance or Renewal of a Flight Instructor Rating – Class 1 – Aeroplane” of Standard 428 — Conduct of Flight Tests.
(amended 2012/02/19)
- (b) An applicant who is the subject of follow-up action with respect to the applicant’s Flight Test Record in accordance with [Section 421.67](#), is not eligible to upgrade the instructor rating from a class 2 to a Class 1.
- (c) An applicant who has failed the previous instructor flight test is not eligible to upgrade the instructor rating from a Class 2 to a Class 1 until after successful re-instatement of a Class 2 Flight Instructor Rating.
(amended 2005/12/01)

Study and reference Guides

[Flight Test Guide — Flight Instructor Rating — Aeroplane, Helicopter, Aerobatic \(TP 5537\)](#)
[\(canada.ca\)](#)

<https://tc.canada.ca/en/aviation/publications/flight-test-guide-flight-instructor-rating-aeroplane-helicopter-aerobatic-tp-5537>

Division II - Testing

421.13 Examination Prerequisites

(1) For admission to a written examination required for the issue of a permit, licence or rating an applicant shall have met the medical standards for the issue of the permit, licence or rating and shall produce proof of medical fitness in one of the following forms:

- (a) a Medical Certificate in the appropriate medical category;
- (b) a Medical Assessment Letter (Form 26-0417) in the appropriate medical category;
- (c) in the case of a Student Pilot Permit - Aeroplane, Pilot Permit - Ultra-light Aeroplane or Pilot Licence - Glider, a Civil Aviation Medical Declaration (Form 26-0297);
- (d) a temporary Medical Certificate in the appropriate medical category; or
- (e) a Medical Examination Report assessed to the appropriate medical category by the Regional Aviation Medical Officer.

(2) For admission to a written examination, proof of identification shall be required in the form of a permit, licence or other official document bearing the signature and photograph of the candidate.

(amended 2005/12/01)

(3) To be eligible to write the examination required for the issue of a permit, licence or rating, the candidate shall produce the following letter of recommendation dated within 60 days prior to the date of the written examination:

(amended 2005/12/01)

- (a) an applicant for a Pilot Permit - Gyroplane, Private Pilot Licence, or Commercial Pilot Licence shall provide 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;
(amended 2000/09/01)
- (b) an applicant for a Class 4 Instructor Rating shall provide a letter of recommendation from the applicant's ground training instructor stating that the applicant has completed the ground school instruction, and has reached a sufficient level of knowledge to write the examination;
(amended 1998/03/23)
- (c) in the case of a DND applicant, proof of having qualified to pilot wings standard;

- (d) in the case of an applicant holding a licence issued by a Contracting State, the recommendation shall not be required provided the applicant is applying for the equivalent or lower Canadian licence;
(amended 2005/12/01)
- (e) a letter of recommendation required under this subsection may only be used once.
(amended 2003/03/01)

(4) To be eligible to write the examination required for the issue of a permit, licence or rating, the candidate shall provide proof that the experience and training requirements set out below have been met:

(amended 1998/03/23)

- (a) an applicant for a Pilot Permit - Gyroplane, Pilot Permit - Recreational-Aeroplane, or 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;
(amended 1998/03/23)
- (b) an applicant for a Class 4 Instructor Rating shall have completed fifty percent (50%) of the flight training requirement, and all ground school requirements;
- (c) an applicant for a higher class of Instructor Rating shall have completed fifty percent (50%) of the flight instructor experience requirement;
- (d) an applicant for an instrument rating shall have completed a minimum of 20 hours of instrument flight or ground time;
(amended 1998/03/23)
- (e) an applicant for an Airline Transport Pilot Licence (Aeroplane) shall, when enrolled in an approved integrated ATP (A) course, have completed the ground school requirements and the Group 1 instrument rating flight test; and
(amended 2005/12/01)
- (f) all other applicants shall have a minimum of fifty percent (50%) of the total flight experience for the issue of the permit, licence, or rating.
(amended 2005/12/01)

421.14 Flight Test Prerequisites

(1) For admission to the flight test for a permit, licence or rating, the applicant shall have met the medical standards and hold a valid medical certificate appropriate to the permit, licence or rating for which application is made.

(amended 2006/12/14)

(2) For admission to a flight test, proof of identification shall be required in the form of a permit, licence or other official document bearing the signature and photograph of the candidate.

(amended 2005/12/01)

(3) Except as stated in paragraphs (c) and (d) below, for admission to a flight test required for the issue of a permit, licence or rating, the candidate shall produce a recommendation dated within 30 days prior to the date of the flight test, as follows:
(amended 2005/12/01)

- (a) in the case of an applicant for a Passenger Carrying Rating – Ultra-light Aeroplane, Pilot Permit - Gyroplane, Pilot Permit — Recreational — Aeroplane or Private Pilot Licence, a letter of recommendation from a qualified flight instructor certifying that the applicant meets the competency standard for issue of the Passenger Carrying Rating – Ultra-light Aeroplane, Pilot Permit - Gyroplane, Pilot Permit — Recreational — Aeroplane or Private Pilot Licence;
(amended 2012/02/19)
- (b) in the case of an applicant for a Commercial Pilot Licence, who is not enrolled in an approved integrated course, proof of having successfully completed the required written examination, and a letter from a flight instructor certifying that the applicant has satisfactory knowledge of the subject area or areas in which a deficiency was indicated by the feedback letter issued by the Flight Training and Aviation Examination (FTAE) computer system and meets the competency standard for issuance of the Commercial Pilot Licence;
(amended 2006/12/14)
- (c) Canadian Forces applicants who are qualified to pilot wings standard shall not be required to submit the letter referred to in paragraphs (a) and (b);
(amended 2006/12/14)
- (d) holders of valid Private and Commercial Pilot Licences issued by a contracting state are not required to have the letter referred to in paragraphs (a) and (b), provided that the flight test is for the purpose of obtaining the equivalent Canadian licence;
(amended 2006/12/14)
- (e) a letter of recommendation required under this subsection may only be used once.
(amended 2005/12/01)

(4) To be eligible to attempt a flight test required for the issue of a permit, licence or rating:

- (a) an applicant for a Pilot Permit - Gyroplane or a Private Pilot Licence shall have completed a minimum of 35 hours of the total flying experience required for that permit or licence;
(amended 2012/02/19)
- (b) an applicant for a Passenger Carrying Rating – Ultra-light Aeroplane or Pilot Permit - Recreational - Aeroplane shall have met all of the experience requirements required for the rating or permit;
(amended 2012/02/19)

- (c) an applicant for a permit or licence, other than a Pilot Permit - Gyroplane, Pilot Permit - Recreational - Aeroplane or Private Pilot Licence, shall have completed a minimum of 75% of the total flying experience required for that permit or licence;
(amended 2006/12/14)
- (d) except as specified in paragraph (e) below, an applicant for an instrument or instructor rating flight test shall have met all the applicable knowledge and experience requirements set out in Division XIV, Division XVIII or Division XIX of [Subpart 401](#) for the particular rating applied for prior to the flight test;
(amended 2012/02/19)
- (e) an applicant for a Flight Instructor Rating – Ultra-light Aeroplane, shall have completed a minimum of 25 hours of the total flying experience required for the rating.
(amended 2012/02/19)

421.15 Reserved

(amended 2012/02/19)

421.16 Failure of a Flight Test

(1) Where an applicant has failed a flight test, the applicant shall be provided with a copy of his/her flight test report and informed by the person conducting the flight test of the conditions to be met prior to the next attempt of the flight test, as set out in the DFTE Standards.

(2) Where an applicant has failed a flight test, prior to attempting a re-test the applicant shall obtain a written recommendation or certification from a person authorized in Division XVIII, Division XIX, Division XX, Division XXI or XXII of [Subpart 401](#), as applicable, to recommend or certify the applicant in respect of the permit, licence or rating applied for, stating that the applicant is considered competent to undertake a flight test.

421.17 Failure of a Flight Test for a Rating Renewal

(1) The Flight Test Requirements to determine whether an applicant passes, meets a lower class of that rating or fails the renewal flight test for the rating are found in the applicable Flight Test Standards and Guides.

(2) When the holder of a currently valid rating fails any exercise during a flight test for a rating, the examiner shall draw a line through the rating on the licence and add the following notation:

“blank space____ (name of rating) Rating, suspended”
followed by the examiner’s signature and the date.

(3) The holder of a flight instructor rating attempting a re-test after a flight test in which any exercise has been assessed Fail, shall provide a written recommendation from a flight instructor authorized in [Subpart 401](#) to recommend for the flight instructor rating applied for, stating that the applicant is considered competent to undertake a flight test.

Instructor Rating Weather Minimums

Instructor Rating Weather minimums will be up to the CFI and Class 1 Instructors discretion, and will not exceed below the Canadian Aviation Regulation VFR weather Minimums

Minimum Visual Meteorological Conditions for VFR Flight in Uncontrolled Airspace

602.115 No person shall operate an aircraft in VFR flight within uncontrolled airspace unless

- (a) the aircraft is operated with visual reference to the surface;
- (b) where the aircraft is operated at or above 1,000 feet AGL
 - (i) during the day, flight visibility is not less than one mile,
 - (ii) during the night, flight visibility is not less than three miles, and
 - (iii) in either case, the distance of the aircraft from cloud is not less than 500 feet vertically and 2,000 feet horizontally;
- (c) where the aircraft is not a helicopter and is operated at less than 1,000 feet AGL
 - (i) during the day, flight visibility is not less than two miles, except if otherwise authorized in an air operator certificate or a private operator certificate,
 - (ii) during the night, flight visibility is not less than three miles, and
 - (iii) in either case, the aircraft is operated clear of cloud

Minimum Visual Meteorological Conditions for VFR Flight in Controlled Airspace

602.114 No person shall operate an aircraft in VFR flight within controlled airspace unless

- (a) the aircraft is operated with visual reference to the surface;
- (b) flight visibility is not less than three miles;

(c) the distance of the aircraft from cloud is not less than 500 feet vertically and one mile horizontally; and

(d) where the aircraft is operated within a control zone,

(i) when reported, ground visibility is not less than three miles, and

(ii) except when taking off or landing, the distance of the aircraft from the surface is not less than 500 feet.

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