

SAULT COLLEGE OF APPLIED ARTS & TECHNOLOGY
SAULT STE MARIE, ON



COURSE OUTLINE

Course Title: Air Flight Training

Code No.: AFT 225-9

Semester: Six (6)

Program: Aviation Technology (flight)

Author: Brian Stewart

Date: June 1999

Previous Outline Date: November 1998

Approved: _____
Dean Date

Total Credits: 9

Prerequisite(s): AFT 205-9

Length of Course: 16 weeks Total Credit Hours: 144

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I. COURSE DESCRIPTION:

Semester six fulfils part of the experience requirement towards the commercial pilot licence and is the beginning of the concentrated instrument flight training. This will eventually lead to the issuance of the Multi-Engine Instrument rating in semester 7. Also included in this semester or semester seven is the completion of the emergency manoeuvre training program - EMT 3. To increase aircraft utilisation, the Multi-Engine endorsement training described in the course outline for AFT 235 may be completed in this semester.

II. LEARNING OUTCOMES AND ELEMENTS OF THE PERFORMANCE:

Upon successful completion of this course the student will:

- 1) demonstrate the skills and knowledge required to be able to fly in instrument flight conditions using a single engine aircraft

Potential Elements of the Performance:

- Completed all lesson plans as outlined in the progress book
- Pass the Semester Six Progress Flight Check

- 2) demonstrate the skills and knowledge required to be able to fly a multi-engine aircraft (this outcome is normally done in Semester 7, but may be done in Semester 6)

Potential Elements of the Performance:

- see course outline for AFT 235 for details and evaluation.

III. TOPICS:

- 1) Study and Reference Guide - Instrument Rating
- 2) Flight Test Standards - Instrument Rating
- 3) Emergency Manoeuvre Training

IV. REQUIRED RESOURCES/TEXTS/MATERIALS:

The Zlin ground school manual
Flight Test Standards Guide for Instrument Rating (TP9939E)
Aeronautical Information Publication (AIP)
Canada Flight Supplement (current subscription)
En Route Low Altitude Chart - 3 & 4, 5&6 (current subscription)
Terminal Area Charts - Canada and the North Atlantic (current subscription)
Canada Air Pilot - Instrument Procedures 4 (current subscription)
Instrument Procedures Manual
CARS

V. EVALUATION PROCESS/GRADING SYSTEM

An important aspect of each dual flight is evaluation, and if the progress of a student is less than satisfactory on any dual flight, the flight may be repeated. If they are still not satisfactory, then the student's progress will be reviewed.

Solo flights will only be conducted if the student is considered to be safe for solo. If there is any unsafe behaviour on a solo flight, the student's progress will be reviewed

PROGRESS FLIGHT CHECK

This is a flight test to determine if the student has the necessary knowledge and skill to fly the IFR procedures adequately in a single engine aircraft and therefore have the prerequisites for the multi-engine training to be conducted in Semester 7. It will follow the Transport Canada Flight Test Standards Guide for the Instrument Rating (TP9939E) as it applies to an initial instrument rating on a single engine aircraft (Group 3):

1. Admission to the Progress Flight Check - The Progress Flight Check will be assigned after all flights up to LP. 619 have been completed.

2. Marking Scale - Will be the same as found in TP9939E.

4. Conduct of flight test - The flight test will be done in accordance with TP9939E with 1 additional approach, and possibly 1 additional hold. The ground portion is usually done first, followed by the flight, but due to unusual circumstances, the examiner may decide to do the flight portion first. Both parts of the flight test will be done, regardless of any "0" assessed.

4. Satisfactory Grade - A student's performance will be considered satisfactory so long as no exercises are assessed as "0" (zero), and the overall mark awarded is 51 (60%) or more.

Up to 30 minutes (0.5 hrs) during the progress ride may be used to review and re-assess a failed exercise. The final mark awarded for re-assessed exercises will be the average of the first and second mark awarded then rounded up (i.e. - an exercise is initially assessed as 0 then reassessed as 3, the final mark will be 2). No more than one exercise will be re-assessed.

5. Unsatisfactory Grade - If the pass mark of 51 is not achieved, or if one or more exercises is assessed a "0" after the extra review time, the flight test will be considered unsatisfactory. The Re-ride policy in section VI will then be applied

This Progress Flight Check may be done in the simulator.

GRADE:

S – accomplishes all of the elements of the performance as described in section II of this outline

U – does not accomplish all of the elements of the performance as described in section II of this outline

- Students may request a deferment of a test for compassionate reasons. Compassionate Grounds for deferment will include but not be limited to death of an immediate family member, personal

illness, or recent diagnosis of a serious illness of a family member. **Re-rides will not be permitted after the fact for compassionate reasons.**

- "U" grades in any subject at the end of a semester will result in termination from the program. Re-rides for failed flight tests are not permitted except as provided in the re-ride policy below.

- Attendance is mandatory for all flights unless approval is granted in advance.

- Due to the large amount of flying that must be done, the following will apply: Students that do not show up on time and/or are not totally prepared for their flight, will be sent home. Repeated infractions tends to be a manifestation of the 5 Hazardous attitudes and will be dealt with in accordance with section VI: "Attitude and Conduct".

- As stated in the letter of agreement signed at the beginning of the program, students are expected to be available for flying all day long, seven days a week, including holidays.

- Although attitude, co-operation, etc., are not graded, students may be terminated based on their performance in this area (see section VI). These attributes are also considered in the selection of the Air Canada Award and other scholarships.

VI. SPECIAL NOTES:

Attitude and Conduct

Attitude plays an important role in your ability to exercise good judgement. Although attitude is not being graded, it affects your ability to learn as well as your safety as a student and future as a professional pilot. Students who display a strong tendency towards any of the five hazardous attitudes pose a grave risk to themselves and others. For this reason these students will be counseled and will be put on a behavioural contract. If counseling is ineffective, then the student will be withdrawn from the program.

The five hazardous attitudes are identified as Anti-authority, Impulsivity, Invulnerability, Machismo, and Resignation. These hazardous attitudes are described in "Human Factors for Aviation – Basic Handbook" on pages 151 and 152.

Re-ride policy

Purpose

The purpose of providing flight time over and above that which is already provided is to help students who may learn at a slower pace, or to give a second chance on flight tests. Student success is the ultimate goal.

If a student fails a flight test or Prog ride, or is not considered safe for first solo flight at the end of the pre-solo stage, there are three possible courses of action.

1. Accept the grade assessed on the flight test or the pre-solo stage, and be withdrawn from the program.
2. Appeal the grade assessed if you feel that you have been unfairly treated.
3. Sign a learning contract that outlines your deficiencies. Assuming that you have the extra time as described in the next section, this time will be used for extra dual and/or solo training, and another flight test will be done. A satisfactory grade is required in order to continue. **By signing this contract, you relinquish the right to appeal an unsatisfactory grade.** (Student Rights and Responsibilities, section F 1(e))

If a student decides on #3, he or she will meet with the CFI or his designate. At this time a learning contract will be established which will outline the amount of remedial flying time that will be given, and methods used to determine if the student is up to standards. This will be based on any remaining extra time available to the individual student. Any overages during the regular dual flights will also apply.

If the extra flying time has been used up and the student still does not meet the requirements outlined in the learning contract, their progress will be examined by a review committee made up of at least 2 full time faculty. If no extenuating circumstances are found in the student's progress, that student will be recommended for involuntary withdrawal.

Once a semester is completed, students will start with new allotment of extra flight time appropriate for the semester that they are starting. Extra flight time does NOT carry over to the next semester, nor can it be used up at the end of the semester after all required flight tests have been successfully completed.

Application

In each semester, students will be allowed to exceed the flying time allotted for that semester by the amount quoted in the following table:

The extra time applies as follows*

Semester 4	5 hours
Semester 4 Simulator	2 hours dual
Semester 5	5 hours
Semester 6	5 hours
Semester 7	5 hours

* These figures are based on the flying curriculum as established in May 1997, and are subject to change if the flying curriculum changes.

Conduct of the Re-Ride

The re-ride will be a complete flight test with the same marking criteria as the previous flight test. This flight test will be evaluation only and no extra dual training or re-assessment will occur during the flight test itself.

Special Needs

If you are a student with special needs (eg. physical limitations, visual impairments, hearing impairments, learning disabilities), you are encouraged to discuss required accommodations with the instructor and/or contact the Special Needs Office, Room E1204, Ext. 493, 717, 491 so that support services can be arranged for you.

Retention of Course Outlines

It is the responsibility of the student to retain all course outlines for possible future use in acquiring advanced standing at other post-secondary institutions.