



**I. COURSE DESCRIPTION:**

This course involves the Group 3 IFR training (single engine), culminating with the IFR Progress flight check. Additionally the Multi-Engine Class Rating training and flight test is completed.

**II. LEARNING OUTCOMES AND ELEMENTS OF THE PERFORMANCE:**

Upon successful completion of this course, the student will demonstrate the ability to:

1. Meet the standards for the group 3 (single engine) IFR rating

Potential Elements of the Performance:

- Complete all lesson plans up to the prog ride
- Pass the single engine IFR prog ride

2. Meet the standards for the Multi-Engine Class Rating

Potential Elements of the Performance:

- Complete all lesson plans directed towards the multi-engine class rating
- Be recommended for the Transport Canada Multi-engine class rating
- Pass the Transport Canada Multi-engine class rating

**III. TOPICS:**

1. Group 3 IFR rating
2. PA 44 aircraft systems and procedures
3. Multi-engine class rating

**IV. REQUIRED RESOURCES/TEXTS/MATERIALS:**

PA 44 Pilot's Operating Handbook

Instrument Procedures Manual

A.I.P.

CAP 4

LO 3\4

CAP GEN

## V. GENERAL:

- Attendance is mandatory for all flights unless approval is granted in advance.
- Students that do not show up on time and/or are not totally prepared for their flight will be sent home. In addition to their flight being cancelled, students which “no show “ may be fined \$50.00. Students, which demonstrate this behaviour, will receive a letter of warning. The consequences of subsequent letters of warning are dealt with in the Sault College Standard Operating Procedures. Repeated infractions tend to be a manifestation of the 5 Hazardous attitudes and will be dealt with in accordance with section VII: “Attitude and Conduct”.
- Although attitude, co-operation, etc., are not graded, students may be terminated from the program 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.
- Students must always ensure they are fit for the flight. An aid to assess this is the IMSAFE checklist. If you believe you are NOT fit to fly, then it is YOUR responsibility to cancel the flight.
- 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.**

## VI. EVALUATION PROCESS/GRADING SYSTEM:

The aviation program is divided into 7 phases. To continue in the program a student must meet specific criteria before advancing to the next phase. AFT360 is the flight program for semester 6 and corresponds to phase 6. For further details on phases of flight and the training syllabus refer to the Sault College Training Manual.

The specific criteria, which must be met prior to advancing to AFT370 (semester 7, phase 7), are:

- No “F” grades
- Be recommended for the Multi Engine Flight Test (TP219E).
- Pass the Multi Engine Flight Test (TP219E).
- Pass the IFR Progress Flight Check described as Lesson Plan 626.

To help accommodate different learning styles, each student will be given a specified amount of additional remedial training time. This remedial training time, if required, will be used for training as outlined in a learning plan (see Sault College Standard Operating Procedures for details). The amount available to students in semester 6, is 5 additional flight hours. In addition to flight hours, students will be allotted 5 additional dual training hours in the FTD. There is no limit on the amount of solo use of the FDT.

Students might also be required to repeat any lesson plan if it is deemed unsatisfactory.

A student, who doesn't meet the criteria, will be involuntarily withdrawn from the aviation program.

### **IFR 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 IFR 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 once Lesson Plans 601 to 625 has been satisfactorily completed.
2. Marking Scale - Will be the same as found in TP9939E.
3. Conduct of flight test - The flight test will be done in accordance with TP9939E with 1 additional approach. 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 "1" assessed.
4. Satisfactory Grade - A student's performance will be considered satisfactory so long as no exercises are assessed as "1" (one), and the overall mark awarded is 39 (60%) or more.  
Up to 30 minutes (0.5 hrs) during the progress ride may be used to review and re-assess one failed exercise. The final mark awarded for a re-assessed exercise will be the average of the first and second mark awarded then rounded up (i.e. - an exercise is initially assessed as 1 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 39 is not achieved, or if one or more exercises is assessed a "1" after the extra review time, the flight test will be considered unsatisfactory. The Re-ride policy in section VII will then be applied.

**This Progress Flight Check will be done in the simulator.** The flight test will be conducted as follows:

- the flight test will be conducted the same as it would have been done in the aircraft at the Sault Ste Marie Airport
- Students will be assigned a route as is usually done, then will be expected to plan the trip using the actual and current weather available prior to the flight test
- The examiner/instructor will program the simulator with weather that is at or below minimums (the same way that an actual flight is simulated in the air), however the forecast winds that would apply for the flight will be programmed into the computer.

### **MULTI-ENGINE CLASS RATING FLIGHT TEST**

A Student must be recommended for a flight test by a flight instructor. This letter states the instructor feels the candidate meets the requirements for the issuance of the licence. This letter of recommendation is at the sole discretion of the instructor. If a student is not recommended, they may use their remedial training time to be retrained and to demonstrate to the instructor that they meet or exceed the requirements for the issuance of the licence. This remedial training time, if required, will be used for training as outlined in a learning plan (see Sault College Standard Operating Procedures for details).

This flight test is for the issuance of this rating and will be administered by Transport Canada or a Designated Flight Test Examiner (DFTE). The student must successfully pass this flight test in order to continue training. In the case of failure, the re-ride policy in section VII of this guide will apply. Note that Transport Canada examiners and DFTEs charge a fee for the flight test, payable at the start of the flight test.

This flight test will follow the guidelines listed in the flight test guide for the Multi Engine Rating (TP219E).

### **The following semester grades will be assigned to students in aviation flight courses:**

CR (Credit)	Credit for diploma requirements has been awarded.
S	Satisfactory achievement in field /clinical placement or non-graded subject area.
U	Unsatisfactory achievement in field/clinical placement or non-graded subject area.
X	A temporary grade limited to situations

	with extenuating circumstances giving a student additional time to complete the requirements for a course.
NR	Grade not reported to Registrar's office.
W	Student has withdrawn from the course without academic penalty.

## **VII. SPECIAL NOTES:**

### **Attitude and Conduct**

Attitude plays an important role in your ability to exercise good judgment. 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 may be placed on probation. If this is ineffective, then sanctions or involuntary withdrawal may be the only recourse.

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.

### **Denial of Appeal**

Students may be summarily withdrawn from the Aviation Program for actions that adversely affect flight safety. These students will not be allowed to appeal this involuntary withdrawal. A partial list of offences appears below. Note that this is a partial list only, and other offences may also be subject to this policy.

1. Violation of the Canadian Aviation Regulations, whether Transport Canada has taken official action or not, that have a direct impact on flight safety.
2. Landing at other than a licenced or approved airfield, except for emergency or precautionary reasons, or an instructor is on board.
3. Low flying as defined in the Sault College Rules, Regulations and Safety Precautions for Flight Training.
4. Solo Aerobatic flight.
5. Solo Spin practice.
6. Solo formation flight. For this purpose, formation flight is defined as two aircraft intentionally flying within 1 nm from each other, and not under the control of any air traffic agency.
7. Handling of aircraft in any way that may endanger persons or property.

8. Fuel exhaustion.
9. Flying under the influence of drugs or alcohol

### **Re-ride policy**

- If a student fails the **IFR Navigation Progress Flight Test** and has sufficient remedial training time available, the student will be given a second opportunity to pass the test. Under NO circumstances will any student be given a 3<sup>rd</sup> opportunity to pass a flight test.

It will follow the Transport Canada Flight Test Guide for the Instrument Rating (TP9939E) as it applies to an initial instrument rating on a single engine aircraft (Group 3)

In accordance with the Transport Canada Flight Test Guide for the Instrument Rating (TP9939E), a complete retest will be required if more than one exercise is failed, the required pass mark is not achieved, or the flight test was discontinued due to gross incompetence or unsafe airmanship. One variance made will be that if a partial re-test is allowed, all exercises that were assessed as a "2" will also be re-tested to ensure that a student's skill level is adequate to ensure success in the Multi-IFR flight training.

- If a student fails the **Multi Engine Flight Test** and has sufficient remedial training time available, the student will be given a second opportunity to pass the test. Under NO circumstances will any student be given a 3<sup>rd</sup> opportunity to pass a flight test.

It will follow the Transport Canada Flight Test Guide for the Multi Engine Rating (TP219E).

### **Special Needs:**

If you are a student with special needs (e.g. physical limitations, visual impairments, hearing impairments, or learning disabilities), you are encouraged to discuss required accommodations with your instructor and/or the Special Needs office. Visit Room E1101 or call Extension 2703, 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 postsecondary institutions.

**Plagiarism:**

Students should refer to the definition of “academic dishonesty” in the *Sault College Code of Conduct*. Students who engage in “academic dishonesty” will receive an automatic failure for that submission and/or such other penalty, up to and including expulsion from the course/program, as may be decided by the professor/dean. In order to protect students from inadvertent plagiarism, to protect the copyright of the material referenced, and to credit the author of the material, it is the policy of the department to employ a documentation format for referencing source material.

**Course outline amendments:**

The Professor reserves the right to change the information contained in this course outline depending on the needs of the learner and the availability of resources.

Substitute course information is available in the Registrar's office.

**VIII. PRIOR LEARNING ASSESSMENT:**

Students who wish to apply for advanced credit in the course should consult the professor. Credit for prior learning will be given upon successful completion of a challenge exam or portfolio.

**IX. DIRECT CREDIT TRANSFERS:**

Students who wish to apply for direct credit transfer (advanced standing) should obtain a direct credit transfer form from the Dean's secretary. Students will be required to provide a transcript and course outline related to the course in question.