



**I. COURSE DESCRIPTION:**

This course carries on from the flying done in AFT120, up to the Private Pilot Flight Test for Abinitio students, or a final flight test for those with Private Pilot licences. After this stage a series of cross-country flights will be done.

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

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

1. Fly an aircraft to a standard as outlined in the Transport Canada Flight Test Guide for the Private License (TP13723E)

Potential Elements of the Performance:

- Completed all lesson plans as outlined in the progress book
- Pass the Airwork Progress Flight Check
- Be recommended for the Private Pilot Flight test by a college instructor
- Pass the Transport Canada Private Pilot flight test

2. If the student already holds a Private Pilot Licence

Potential Elements of the Performance:

- Completed all lesson plans as outlined in the progress book
- Pass the Airwork Progress Flight Check
- Pass the Final Progress Flight Check

3. If the student already holds a Recreational Pilot Permit

Potential Elements of the Performance:

- Complete all lesson plans appropriate to the student's level of experience
- Pass the Airwork Progress Check
- Satisfy the PPL requirements for cross country
- Be recommended for the Private Pilot Flight Test by a college instructor
- Pass the Transport Canada Private Pilot Flight test

### III. TOPICS:

1. The Private Pilot Licence Standards

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

The Zlin ground school manual  
Flight Test Guide for Private Pilots (TP13723E)  
Aeronautical Information Publication (AIP)  
Canada Flight Supplement  
Air 5001 Sault Ste Marie VNC  
The Flight Training Manual

### 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.

#### For Abinitio students (those without a licence)

#### **AIRWORK PROGRESS FLIGHT CHECK AND REVIEW**

This is a flight test used to determine if the student has the necessary knowledge, judgment and skill to fly the air exercises adequately and are therefore safe to start the cross-country training. It will follow the Transport Canada Flight Test Guide for Private Pilot Licences (TP13723E) with the following exceptions:

1. Admission to the Progress Flight Check and Review - The Progress Flight Check and Review will be assigned after all flights prior to the Progress Flight check have been completed.
2. Marking Scale – Same as the flight test standards guide. All exercises except 23C (Enroute Procedure) and exercise 24 (Instrument Flying) will be assessed. A full spin will also be done.
3. Conduct of the Flight test - The flight test is made up of two parts: the ground portion (exercise 2a to 2f, 23a) and the flight portion. 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 65 (50%) or more.

**5. Unsatisfactory Grade** - If the pass mark of 65 is not achieved, or if one or more exercises is assessed a "0", the flight test will be considered unsatisfactory. The Extra Time and Re-Test policies in section VI will then be applied.

**6. Post Prog Ride remedial training for Satisfactory Grade** – All students receive 1 hour of dual instruction after the prog ride to review weak areas, but if the instructor/examiner assesses that this hour is not enough to cover all exercises that had major errors (i.e.: were marked “1” or “2”), then he/she will develop a remedial training plan which will determine the extra amount of dual flying needed to cover these exercises and inform scheduling. This extra time will come from the total extra time allotment provided to each student at the beginning of this semester. The purpose for this is to try to help all students meet the standard so that subsequent solo practice can be more fruitful and effective.

If a student has already used their allotment of extra time at this point, they will only be allowed the 1 hour provided in the lesson plan.

### **FINAL PROGRESS FLIGHT CHECK – THE PRIVATE PILOT RECOMMENDATION FLIGHT (Abinitio and Recreational Pilot Permit holders)**

This progress flight check is the Private Pilots Licence Recommendation Flight. It is used to determine if the student has acquired the necessary skills and knowledge to attempt the flight test for the issuance of the Private Pilot Licence and to determine if the student is able to continue into Semester 4. It will follow the Transport Canada Flight Test Guide for Private Pilot Licences. (TP13723E)

**1. Admission to the Recommendation Flight** - The Recommendation Flight is assigned after all flights up to the lesson plan indicating the Recommendation Flight have been completed.

**2. Marking Scale** - Will be the same as found in TP13723E.

**3. Conduct of the Flight Test** - the flight test will be done in accordance with TP13723E

**4. Satisfactory Grade** - the student will be recommended for the Transport Canada flight test if the recommending instructor assesses that the student meets the standards and can pass the Transport Canada Private Pilot Flight test.

Note: Transport Canada keeps a record of whom an instructor recommends, and whether or not they pass, in the form of an instructor’s flight test record. Since a certain number of failed flight tests will adversely impact an instructor’s career, it is their discretion whether or not to recommend a candidate.

**5. Unsatisfactory Grade** - A student who is not recommended will be assessed as unsatisfactory. The Extra Time policy in section VI of this outline will then be applied.

### **THE TRANSPORT CANADA PRIVATE PILOT FLIGHT TEST (Abinitio and Recreational Permit holders)**

This flight test is for the issuance of the Private Pilot Licence, and is administered by a Transport Canada Inspector or a Designated Flight Test Examiner (DFTE). Note: a fee will be charged by the DFTE or Transport Canada for their services, however the cost of the flight time will be covered by Sault College. A student must be recommended by a

Flight Instructor before attempting this flight test. In the case of failure, the extra time policy in section VI of this guide will apply.

### **For Private Pilot Students**

#### **AIRWORK PROGRESS FLIGHT CHECK AND REVIEW**

Follows the same procedure outlined as for Abinitio Students

#### **FINAL PROGRESS FLIGHT CHECK**

This is a flight test to determine if the student has the necessary knowledge, judgment and skill to continue training into Semester 4. It will follow the Transport Canada Flight Test Standards Guide for Private Pilot Licences with the following exceptions:

1. Admission to the Progress Flight Check and Review - The Progress Flight Check and Review will be assigned after all flights up to this final Progress flight check have been completed.
2. Marking Scale - Will be the same as found in TP13723E.
3. Conduct of the Flight Test - the flight test will be done in accordance with TP13723E
4. Satisfactory Grade - If a satisfactory grade is achieved, training will continue. A pass mark as described in the Flight Test Guide for the private pilot licence will result in a satisfactory grade.
5. Unsatisfactory Grade - A student who does not meet the satisfactory criteria will be assessed as unsatisfactory. The Extra Time policy in section VI of this outline will then be applied.

- Abinitio Students that come to Sault College with a significant amount of flight training but no licence will be accelerated by skipping a number of lesson plans. These skipped lessons may be used if an instructor feels it is necessary.
- Holders of a Recreational Pilot Permit will follow the same stream as Private Pilot Licence holders with the following exceptions. They will do the same cross-country lesson plans as Abinitio students in order to satisfy licencing requirements. Since they will need to do a Private Pilot flight test, they will do a Recommendation flight instead of doing a final prog ride, followed by the Private Pilot flight test.
- 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. **Extra time 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. Extra time over and above that which is provided in the**

**flying curriculum is not permitted except in accordance with the extra time policy in section VI.**

- Attendance is mandatory for all flights unless approval is granted in advance.
- Students that are late, miss a flight or are not prepared will be dealt with in accordance to the SOPs Part 1 section 1.4.
- As stated in the letter of understanding 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 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.

The following semester grades will be assigned to students in Aviation courses:

<u>Grade</u>	<u>Definition</u>	<u>Grade Point Equivalent</u>
S	Satisfactory achievement in field placement or non-graded subject areas.	
U	Unsatisfactory achievement in field placement or non-graded subject areas.	
X	A temporary grade. This is used in limited situations with extenuating circumstances giving a student additional time to complete the requirements for a course (see <i>Policies &amp; Procedures Manual – Deferred Grades and Make-up</i> ).	
NR	Grade not reported to Registrar's office. This is used to facilitate transcript preparation when, for extenuating circumstances, it has not been possible for the faculty member to report grades.	

## **VI. 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 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.

### **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 Standard Operating Procedures.
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.

### **Extra Time policy**

The number of flight hours provided by Sault College is finite due to the heavy funding provided by the Ontario Government, therefore a limit must be placed on the total amount of flying that individuals receive. 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.

### **Application**

In each semester, students that are not meeting the standards for safety and skill 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 3 both Abinitio and private pilots	3 hours, plus the two hours available in Semester 2 if not used
---	---

Extra time will be used at the discretion of instructors if they feel it is necessary for the progress of individual students. This extra time is also used for remedial training following the failure of stage checks. Once a semester is completed, students will start with new allotment of extra flight time appropriate for the semester that they are starting. Except for Semesters 2 and 3, 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.

### **Failures of stage checks**

The flying curriculum can be considered as one continuous program irrespective of the semesters that they fall within. In order to progress, students must pass a series of stage checks, usually through a Progress Flight Check, Transport Canada Flight test, or solo competency check. 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 assessment on the flight test or the pre-solo stage, and be withdrawn from the program.
2. Appeal the assessment if you feel that you have been unfairly treated.
3. If extra flight time is available as described in the previous section, this time will be used for extra dual and/or solo training, and another flight test will be done. In order to access this second chance, a learning contract must be entered that outlines deficiencies and the plan for remedial training and re-testing. 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. If no extenuating circumstances can be found in the student's progress, that student will be recommended for involuntary withdrawal.

### **Conduct Of A Re-Test**

#### ***Partial Re-Test***

Provided that the pass mark has been achieved and there are no more than two failed items, or the complete Prog Ride was not stopped due to gross incompetence or dangerous flying, the skill requirements can be met by a partial re-test. This test will be comprised of the failed items and all items that are assessed "2" or "1". Flight test items previously passed will not be re-assessed during a partial re-test, but any display of unsafe or dangerous flying shall result in the partial flight test being assessed "fail."

#### ***Complete Re-test***

A complete Prog Ride will be required in the following situations:

- the required pass mark is not obtained during a complete Prog Ride
- failure of more than two exercises during a complete Prog Ride
- gross incompetence or dangerous flying is displayed during a Prog Ride resulting in the flight test being assessed "Fail"



**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 E1204 or call Extension 493, 717, or 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 postsecondary institutions.

**Plagiarism:**

Students should refer to the definition of “academic dishonesty” in *Student Rights and Responsibilities*. 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.

**VII. 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.

**VIII 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.