

Conduct of the Flight Test

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.

VI. SPECIAL NOTES:**Re-ride policy****Extra Flight Time Guide Lines****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. Due to funding restrictions, extra flight time must also be restricted. Student success, however, is the ultimate goal.

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*

Table 1

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.

If a student fails a flight test or prog ride, the student will be interviewed by the CFI or his designate, and a learning contract will be established. This contract 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.

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

Learning Objectives

Learning Objectives

Prerequisites

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 to give a second chance on flight tests. Due to funding restrictions, extra flight time must also be restricted. Student success, however, is the ultimate goal.

Assessment

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

The extra time available is as follows:

Table 1	
Semester 1	2 hours
Semester 2	2 hours
Semester 3	2 hours

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

If a student fails a flight test or program, the student will be interviewed by the CFI or his/her instructor, and a learning contract will be established. This contract 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 averages 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 program will be examined by a review committee made up of at least 3 full time faculty. If no outstanding circumstances are found in the student's program, that student will be recommended for involuntary withdrawal.

Once a semester is completed, students will start with new shipment 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.

2. Marking Scale - Will be the same as found in the Flight Test Standards Guide for the Instrument Rating (TP9939E).

3. Satisfactory Grade - In order to continue to the flight test for Multi-Engine Instrument Rating, the student must be recommended for the flight test.

Note: Transport Canada keeps a record of who 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, it is their discretion whether or not to recommend a candidate. They are, however, obligated to recommend anyone that they assess as being able to pass the flight test.

4. Unsatisfactory Grade - A student who is not recommended will be assessed as unsatisfactory. The Re-ride policy in section VI of this outline will then be applied.

MULTI-ENGINE INSTRUMENT RATING FLIGHT TEST

This flight test is for the issuance of this rating and will be administered by Transport Canada or a Designated Flight Test Examiner – Instrument (DFTEI). The student must successfully pass this flight test in order to continue training. In the case of failure, the re-ride policy in section VI of this guide will apply.

GRADE:

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

U – does not accomplish all of the appropriate 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. If this repeats, action will be taken to discipline the student.

- 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.

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.

MULTI-ENGINE ENDORSEMENT RECOMMENDATION FLIGHT TEST

This flight test is the Multi-Engine endorsement 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 Multi-Engine Class Rating and to determine if the student is able to continue into Semester 7. It will follow the Transport Canada Flight Test Standards Guide for Private and Commercial Pilot Licences (TP2655E).

1. Admission to the Recommendation Flight – after all flights up to but not including LP 706 have been completed.

2. Marking Scale - Will be the same as found in the Flight Test Standards Guide for the Multi-Engine Class Rating (TP219E).

3. Satisfactory Grade - In order to continue to the flight test for Multi-Engine class rating, the student must be recommended for the flight test.

Note: Transport Canada keeps a record of who 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, it is their discretion whether or not to recommend a candidate. They are, however, obligated to recommend anyone that they assess as being able to pass the flight test.

4. Unsatisfactory Grade - A student who is not recommended will be assessed as unsatisfactory. The Re-ride policy in section VI of this outline will then be applied.

MULTI-ENGINE CLASS RATING FLIGHT TEST

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 VI of this guide will apply.

MULTI-ENGINE INSTRUMENT RATING RECOMMENDATION FLIGHT

This flight test is the Group I Initial Instrument Rating 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 Group I Initial Instrument Rating. It will follow the Transport Canada Flight Test Standards Guide for the Instrument Rating (TP9939E).

1. Admission to the Recommendation Flight – after all flights have been completed.

I. COURSE DESCRIPTION:

Semester seven completes the experience requirement towards the commercial pilot licence. It provides the multi-engine conversion training as well as completing the instrument flight training.

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 a multi-engine aircraft

Potential Elements of the Performance:

- Complete all lesson plans as outlined in the progress book
- be recommended for the Multi-Engine flight test
- pass the Multi-Engine Flight Test

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

Potential Elements of the Performance:

- Complete all lesson plans as outlined in the progress book
- be recommended for the Group 1 Instrument Rating flight test
- pass the Group 1 Instrument Rating Flight Test

III. TOPICS:

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

IV. REQUIRED RESOURCES/TEXTS/MATERIALS:

The Seminole 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 (current subscription)

Terminal Area Charts - Canada and the North Atlantic (current subscription)

Canada Air Pilot - Instrument Procedures 4 (current subscription)

Instrument Procedures Manual

CARS

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



COURSE OUTLINE

Course Title: Air Flight Training

Code No.: AFT 235-9

Semester: Seven (7)

Program: Aviation Technology (flight)

Author: Brian Stewart

Date: November 1998 Previous Outline Date: July 1991

Approved:

K. DeRosario

Dean

Dec. 14/98

Date

Total Credits: 9

Prerequisite(s): AFT 225-9

Length of Course: 16 weeks Total Credit Hours: 144

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