

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

Potential Elements of the Performance:

- Completed all lesson plans as outlined in the progress book
- 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 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
- 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 Standards Guide for Private and Commercial Pilots (TP2655)

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 the level of skill mastered on each exercise, compare it to that required for the private pilot licence and prescribe remedial training for those exercises not meeting the aim of the exercise or with major errors. It will follow the Transport Canada Flight Test 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 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.
3. Conduct of the Flight test - The flight test is made up of two parts: the ground portion (exercise 2a to 2c, 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. Post Flight Remedial Training - All students receive 1 hour of dual instruction after the prog to review weak areas, but if the instructor/examiner assess that this hour is not enough to cover all exercises that did not meet the aim of the exercise or 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 instruction required and inform scheduling of the plan. This extra time will come from the total extra time allotment provided to each student at the beginning of this semester (see extra time policy under Section VI – Special Notes). The purpose of the extra training time is to help students meet the standard so subsequent practice can be more fruitful and effective.

This remedial training will include a re-assessment of the weak exercises to ensure that the individual student is safe for solo flight. Students that are still unsafe at this point will be given further remedial training if they have enough time available, otherwise they will be subject to involuntary withdrawal.

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.

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 FTG.
3. Conduct of the Flight Test - the flight test will be done in accordance with the FTG
4. Satisfactory Grade - the student is recommended for the Transport Canada 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. They are, however, obligated to recommend anyone that they assess as being able to pass the flight test.

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

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 Flight Instructor must recommend the student 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 as outlined 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 FTG.
 3. Conduct of the Flight Test - the flight test will be done in accordance with FTG
 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 after failed flight tests are not permitted except as provided in the extra time policy in section VI.**
- 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 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 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.

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 and will be put on a behavioural contract. If 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 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.

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
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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.

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 two possible courses of action:

1. Appeal the grade assessed if you feel that you have been unfairly treated.
2. 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 #2, 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. The student will be an active participant in developing this contract. It must reflect both the needs and wishes of the student based on recommendations from the student, instructor and extra time available. Any overages during the regular dual flights may also apply.

Note: there has to be enough time for any required re-evaluation flight. If there is not enough time left over to do a re-test, then the student cannot take advantage of a learning contract. The student will be withdrawn whether or not they are on a contract.

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.

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"

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.