



**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. 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

### **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 after all flights up to the IFR Prog have been 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, 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 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 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.** If 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 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 the Multi-Engine flight test 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. Note that Transport Canada examiners and DFTEs charge a fee for the flight test, payable at the start of the 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. **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 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 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 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.

## 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.

### 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\*

Single engine IFR training	5 hours
Multi engine training	2 hours
solo simulator practice	as much as the reviewing instructor recommends, as long as it does not cause any undue delay in the accomplishment of the re-test

\* 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

In accordance with the Transport Canada Flight Test Standards 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" or "1" will also be re-tested to ensure that a student's skill level is adequate to ensure success in the Multi-IFR flight training.

### 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.