

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 the Re-Ride

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.

- 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 agreement 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 based on their performance in this area. These attributes are also considered in the selection of the Air Canada Award and other scholarships.

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 4	5 hours
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 meet with the CFI or his delegate and 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 made up

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

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 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 LP. 619 have been completed.

2. Marking Scale - Will be the same as found in TP9939E.

3. Satisfactory Grade - If a satisfactory grade is assessed, training will continue. A satisfactory grade will be assessed provided the following are met:

- no exercises marked as "0"
- two or less exercises marked as "1"
- the total number of "2" and "1" shall not exceed four.

4. Unsatisfactory Grade - A student who does not meet the satisfactory criteria will be assessed as unsatisfactory. The re-ride policy as described in section VI of this outline will apply

This Progress Flight Check may be done on the FRASCA 242.

GRADE:

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

U – does not accomplish all of the 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.

I. COURSE DESCRIPTION:

Semester six fulfils part of the experience requirement towards the commercial pilot licence and is the beginning of the concentrated instrument flight training. This will eventually lead to the issuance of the Multi-Engine Instrument rating in semester 7. Also included in this semester or semester seven is the completion of the emergency manoeuvre training program - EMT 3.

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 in instrument flight conditions using a single engine aircraft

Potential Elements of the Performance:

- Completed all lesson plans as outlined in the progress book
- Pass the Semester Six Progress Flight Check

III. TOPICS:

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

IV. REQUIRED RESOURCES/TEXTS/MATERIALS:

The Zlin 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

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COURSE OUTLINE

Course Title: Air Flight Training

Code No.: AFT 225-9

Semester: Six (6)

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 205-9

Length of Course: 16 weeks Total Credit Hours: 144

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