

# Ontario Flight Centre Private Pilot License Program Outline

This program acts as an outline as the student progresses towards the Private Pilot License. Transport Canada has established standards and guidelines and all training at Ontario Flight Centre (OFC) will meet or exceed these standards. Actual training requirements may vary from student to student depending on several factors such as previous experience and study time. Once the experience requirements have been met and the written exam and flight test have been successfully completed, the candidate will be issued the Private Pilot License. The following are the requirements to hold the Private Pilot License.

## Age and Medical Fitness

To hold a Canadian Private Pilot License, the candidate must be at least 17 years of age.

Prior to flying solo, a student must hold a Student Pilot Permit. The minimum age to hold a Student Pilot Permit is 14 years. Students must also possess either a Category 1 or 3 Aviation Medical. Categories 1 and 3 medical exams must be performed by a certified Aviation Medical Examiner (AME).

If you refer to Transport Canada's Aviation website, you will see a subsection titled 'Medical Fitness for Aviation'. Once clicking on the page, you should see a link on the righthand side titled 'Civil Aviation Medical Examiners search'. This page will allow you to find AMEs near your location. Ontario Flight Centre is also able to provide recommendations upon request.

Ontario Flight Centre highly recommends completing the medical prior to commencing flight training, especially if there is suspicion that the candidate has an underlying medical condition. Students are unable to obtain a Student Pilot Permit or write the Transport Canada Private Pilot written examination without a valid medical.

## Knowledge and Skill Requirement

To be issued a Private Pilot License, an applicant shall have obtained a minimum of 60 percent (60%) in each of the four mandatory areas as well as a 60% overall on the written examination for a Pilot License - Private - Aeroplane (PPAER). An applicant shall also successfully complete a flight test in an aeroplane with either a Transport Canada examiner or a designated pilot examiner. The four mandatory subject areas are Air Law, Navigation, Meteorology and General Knowledge.

## Flight Experience

Prior to the issuance of a Private Pilot License, candidates will have accumulated a minimum of 45 hours of flight instruction of which at least 17 hours will be dual, including 5 hours of instrument time and 3 hours dual cross-country training. The students will also have accumulated 12 hours of solo practice including 5 hours solo country.

**Note:** The national average is currently closer to 70-80 hours before PPL candidates are ready to receive the recommendation for flight test. This will affect the overall cost and time required to complete the Private Pilot License.

## Ground Training

Ground School is a mandatory requirement for the Private Pilot License. Students will attend the in-house 54-hour Private Pilot ground school course. Transport Canada requires students to complete a minimum of 40 hours of ground school, so the 54-hour course ensures that students will still fulfill the requirement, even if they are unable to attend every class. This will help prepare students for the written exam which must be passed to hold the Private Pilot License. Ontario Flight Centre ground school topics include (but are not limited to) the following:

### Private Pilot Ground School Topics

1. Air regulations;
2. Aircraft Documents
3. Licensing and Medical requirements
4. Aerodynamics and Theory of Flight;
5. Airframes, Engines and Aircraft Systems;
6. Meteorology;
7. Flight Operations
8. Navigation;
9. Flight Instruments;
10. Human Factors including Pilot Decision Making

**Note:** Once the ground school has been completed, it does not expire, however, once the Transport Canada written exam is completed, it is valid for two years. This means that the student will have two years to complete their flight test, or they will be required to rewrite the PPAER.

### Preparatory Ground Instruction (PGI)

Before each flight lesson, the student will be required to complete a short ground training session referred to as Preparatory Ground Instructions (PGI). The instructor will provide an overview of what is to be learned during that lesson and answer any questions the student may have.

PGI is a classroom type instruction, normally on a one-to-one basis, but not excluding group instruction, covering the steps necessary to fly an air exercise. While basic theory of flight, where applicable, would previously have been covered in ground school, some theory may be necessary to explain a point related to the conduct of the air exercise. Essentially Preparatory Ground Instruction should cover the "how to do an air exercise".

PGI is a presentation given by the instructor when introducing a new exercise. Ideally, it should be given within 24 hours prior to the related training flight.

It is expected that students will complete the pre-flight briefing card before arriving for your booking. If the student wishes to complete it upon arrival, this will lengthen the duration of the ground briefing and will result in a shorter flight time. Aircraft bookings will not be extended due to longer ground briefings. The two-hour booking allows students to complete the walk around, weight and balance, PGI, and one hour flight within this window.

**Please note:** if you do not hear from your instructor prior to your booking, you are expected to arrive at the airport. Failure to do so may result in a \$100 No-Show fee. Although we hope to fly as often as possible, many lessons can still be conducted on the ground during poor weather conditions.

## **Flight Instruction**

Although the amount of flight instruction required before a flight test varies, Transport Canada requires a minimum of 45 hours. Ontario Flight Centre strives to reach flight test standards as soon as possible while still maintaining a high level of safety and professionalism. Students will have the opportunity to become proficient in all exercises for the Private Pilot License through a combination of dual and solo practice.

Dual flight instruction is offered on a certified, commercially registered and maintained single engine Cessna 172 aeroplane with a qualified flight instructor sitting in the right seat. Here, through demonstration and practice, the student will progress through the flight training syllabus developing their knowledge and skills. Experience in pilot decision making, communications, navigation, and emergency procedures will all be obtained prior to the student completing their first solo flight.

Dual and solo flight training will continue throughout the course, reviewing and improving all exercises required for the Private Pilot License flight test. Before attempting a Flight Test, a designated OFC Flight Instructor will conduct a pre-flight test to assess each candidate's strengths and weaknesses before the necessary recommendation for the flight test is given.

**Note:** For exact requirements please refer to C.A.R. standard 421.22 which may be found at:

[https://tc.canada.ca/en/corporate-services/acts-regulations/list-regulations/canadian-aviation-regulations-sor-96-433/standards/standard-421-flight-crew-permits-licences-ratings-canadian-aviation-regulations-cars#421\\_26](https://tc.canada.ca/en/corporate-services/acts-regulations/list-regulations/canadian-aviation-regulations-sor-96-433/standards/standard-421-flight-crew-permits-licences-ratings-canadian-aviation-regulations-cars#421_26)

**The following guides are available on Transport Canada's Website:**

Study and Reference guide:

TP 12880 Private Pilot License - Aeroplane

Fifth Edition - November 2006

<https://tc.canada.ca/en/aviation/publications/study-reference-guide-written-examinations-private-pilot-licence-aeroplane-tp-12880>

Flight Test Guide:

13723E Flight Test Guide - Private Pilot License – Aeroplane Fourth Edition April 2016

<https://tc.canada.ca/en/aviation/publications/flight-test-guide-private-pilot-licence-aeroplane-tp-13723>

## **Booking Policy**

Ontario Flight Centre (OFC) encourages students to make flight requests at least one week in advance, and two weeks in advance during the summer flight season. Bookings can be made through Flight Schedule Pro (accessible via a link on our website) or by phone. If you require an instructor for your flight, ensure they are reserved at the time of booking.

OFC has a 48-hour cancellation policy. Flights canceled with less than 48 hours' notice may incur a fee charged to your account. If your flight is canceled due to maintenance or weather, your instructor will contact you one hour before your scheduled time. If you do not hear from your instructor, you are expected to arrive at the airport. Failure to do so may result in a No-Show fee. Please note that many lessons can still be conducted on the ground during poor weather conditions.

When reserving an aircraft, provide all relevant operational details, including your destination, route, or specific requirements (e.g., low fuel for weight and balance purposes). If your destination changes after departure, you must notify OFC as soon as possible by any available means.

## Payment Policy

Ontario Flight Centre requires all students and renters to keep a credit card on file. Bookings will not be approved if there is not a credit card available. However, students are permitted to use a different form of payment, as payments are not required until each lesson is completed. Ontario Flight Centre accepts Cash, Visa Debit, E-transfer, Visa, and MasterCard.

Debit and American Express are not accepted. All activities MUST be paid upon completion. Any outstanding balances will result in the suspension of the account until the balance is paid in full. During this time, you will not be permitted to book any flights or activities at Ontario Flight Centre.

## Practice Areas

Ontario Flight Centre has three designated practice areas for students to practice flight exercises.



**Note:** If any portion of the flight is overwater, the pilot must, if necessary, adjust the route by setting a heading or adding an additional waypoint to ensure the flight always remains within gliding distance to shore. Under no circumstances will an aircraft be permitted to operate beyond gliding distance to land.

## Weather Minimums

Weather minimums for **solo students and rental pilots** at Ontario Flight Centre are as follows:

	<b>Ceiling (AGL)</b>	<b>Visibility (SM)</b>	<b>Crosswind Limit</b>
<b>Local – Day</b>	2000 ft	5	10 kts*
<b>Low Level Airwork (Day)</b>	3000 ft	8	10 kts*
<b>Upper Level Airwork (Day)</b>	4000 ft	8	10 kts*
<b>Circuits – Day</b>	1500 ft	5	10 kts*
<b>Cross Country – Day/Night</b>	5000 ft	10	10 kts*
<b>Night</b>	2000 ft	10	10 kts*
<b>Night Circuits</b>	1500 ft	10	10 kts*
<b>IFR – Actual</b>	Not Authorized		

Weather minimums for **dual flights** at Ontario Flight Centre are as follows:

	<b>Ceiling (AGL)</b>	<b>Visibility (SM)</b>	<b>Crosswind Limit</b>
<b>Upper Level Airwork (Day)</b>	3000 ft	5	Max Demonstrated*
<b>Circuits – Day</b>	1500 ft	3	Max Demonstrated*
<b>Cross Country – Day/Night</b>	5000 ft	8	Max Demonstrated*
<b>Lower Level Airwork (Day)</b>	2000 ft	5	Max Demonstrated*
<b>Night</b>	2000 ft	8	Max Demonstrated*
<b>Night Circuits</b>	1500 ft	8	Max Demonstrated*
<b>IFR</b>	Not authorized on a single engine.		

\* **BASED UPON A DRY UNCONTAMINATED RUNWAY**

## Rates and Fees

1	Ground School (In-person)	54 Hours	\$475.00
2	Ground Briefing	15 Hours	\$1,500.00
3	Dual Training	51.2 Hours	\$17,971.20
4	Solo Training	15.8 Hours	\$4,439.80
5	Flight Test & Licensing		\$1000.00
<b>ESTIMATED COST</b>			<b>\$25,386.00</b>

### HOURLY RATES

CESSNA 172 - \$225/hr

FUEL SURCHARGE - \$26/hr

INSTRUCTOR - \$100/hr

SOLO SUPERVISION - \$30/hr

### Note:

- The above prices are subject to applicable taxes.
- Annual student fee \$125.00
- Ground school supplies are not included and optional.
- Prices subject to change with notice.
- Ground school fees are non-refundable and required prior to the start date.
- Flight training lessons are pay-as-you-go.
- Fuel surcharges are included in dual rates - subject to change without notice.
- Non-refundable annual membership fee of \$125.00 due May 1<sup>st</sup> of the applicable year.
  - *IMPORTANT: Any students registered after May 1<sup>st</sup> must pay the annual membership fee upon registration.*

**\*\*\* The pricing above is based on the national average. Individual fees will vary based on the rate of progression of each student.**