



## Brantford Flight Centre

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## Private Pilot License

### **Privileges:**

The holder of a valid Private Pilot License may fly:

- Any single engine, piston-powered, non-high performance aeroplane
- Carry as many passengers as seats
- Land aircraft
- Day / Good weather flying
- Add additional ratings
  - Night
  - Floatplane
  - Multi-Engine
  - Instrument

### **Prerequisites:**

An applicant shall

1. be a minimum of fourteen years old by the time of first solo and seventeen years old, when the training is completed.
2. hold a Category 1 or 3 medical

### **COST BREAKDOWN**

<b>Item:</b>	<b>Hours:</b>	<b>Rate:</b>	<b>Total:</b>
Ground School			\$300.00
Course Material			\$300.00
Dual Instruction – C152	33 Hours	\$155.00	\$5115.00
Solo Practice – C152	12 Hours	\$107.00 /hour	\$1284.00
Pre/Post Flight Briefings	20 Hours	\$48.00 /hour	\$960.00
Written Exam Fee			\$105.00
Transport Canada Licensing Fee			\$125.00
Membership Fee			\$150.00

**Grand Total: \$8339.00**

Above hours are minimum required hours. Additional training may be needed.  
All training is tax deductible and no PST will be charged on any training flight

CARS 421.26

## DIVISION VI - PRIVATE PILOT LICENCE

### 421.26 Aeroplanes - Requirements

#### (1) Age

An applicant shall be a minimum of seventeen years of age.

#### (2) Medical Fitness and Validity

(a) An applicant shall hold a Category 3 Medical Certificate valid for a Private Pilot Licence - Aeroplanes:

(i) where an applicant holds a Category 4 Medical Certificate for the purpose of a Student Pilot Permit, the applicant shall upgrade to a Category 3 Medical Certificate prior to making application for the Private Pilot Licence - Aeroplane.

(b) The medical validity period for the licence holder under 40 years of age is 24 months and for a licence holder 40 years of age or over, is 12 months.

(c) The licence is maintained by a valid Category 1 or 3 Medical Certificate.

#### (3) Knowledge

An applicant shall have:

(a) completed a minimum of 40 hours private pilot aeroplane ground school instruction on the following subjects:

- (i) *Canadian Aviation Regulations,*
- (ii) Aerodynamics and Theory of Flight,
- (iii) Meteorology,
- (iv) Airframes, Engines and Systems,
- (v) Flight Instruments,
- (vi) Radio and Electronic Theory,
- (vii) Navigation,
- (viii) Flight Operations,
- (ix) Licensing Requirements, and
- (x) Human Factors, including pilot decision-making; and

(b) obtained a minimum of 60% in each of the following four mandatory subject areas as well as in the overall written examination Private Pilot Licence - Aeroplane (PPAER):

- (i) Air Law - regulations, rules and orders, air traffic services, practices and procedures, and licensing requirements relevant to the licence;
- (ii) Navigation - navigation, radio aids and electronic theory;
- (iii) Meteorology;
- (iv) Aeronautics - General Knowledge - airframes, engines and systems, theory of flight, flight instruments and flight operations.

#### **(4) Experience**

- (a) An applicant shall have completed a minimum of 45 hours private pilot flight training in aeroplanes under the direction and supervision of the holder of a Flight Instructor Rating - Aeroplane. A maximum 5 of the 45 hours may be conducted on an approved aeroplane simulator or flight training device.
- (b) The flight training shall include a minimum of:
  - a. 17 hours dual instruction flight time, including a minimum of 3 hours cross-country flight time and 5 hours of instrument time of which a maximum of 3 hours may be instrument ground time; and
  - b. 12 hours solo flight time, including 5 hours cross-country flight time with a flight of a minimum of 150 nautical miles which shall include 2 full stop landings at points other than the point of departure.

#### **(5) Skill**

Within the 12 month preceding the date of application for the licence, an applicant shall successfully complete a flight test to the standard outlined in the *Flight Test Standard Private and Commercial Pilot Licences - Aeroplanes* (TP2655E).

#### **(6) Credits**

##### **(a) Knowledge**

- (i) An applicant who holds a Pilot Permit - Gyroplane or a private or higher type pilot licence for helicopters may, when applying for the issue of Private Pilot Licence - Aeroplane have the 40 hour ground instruction requirement reduced to 20 hours.
- (ii) An applicant who holds a Pilot Permit - Gyroplane or a private or higher type pilot licence for helicopters shall in lieu of completing the written examination PPAER obtain a minimum of 60% in the written examination Private Pilot Aeroplane Rating - Alternate Category (PARAC).

##### **(b) Experience**

- (i) The total flight time must include a minimum of 30 hours in aeroplanes.

##### **(D) Instrument Flight Time**

An applicant who holds a private or higher type licence in another category shall be credited with instrument flight time acquired in the other category towards meeting the instrument experience requirements provided that the instrument flight time acquired in the other category is not credited towards the 17 hours of dual instruction flight time or the 12 hours solo flight time.

## PRIVATE PILOT COURSE

Lesson Plan	Dual	Solo	GB	Sequences / Exercises
1	0.5	-	-	Familiarization Flight ---Book Medical Appointment ---
2	1.0	-	0.5	A/C Familiarization, Prep for Flight, Ancillary Controls, Taxiing, Attitudes and Movements
2	1.0	-	1.0	Straight and Level Flight, Turns
2	1.0	-	1.0	Climbs, Descents
3	1.0	-	1.0	Normal Take-Off and Landing Procedure
4	1.0	-	1.0	Flight for Maximum Range and Endurance
5	1.0	-	1.0	Slow Flight
6	1.0	-	1.0	Stalls
6	1.0	-	1.0	Stalls, Spins --- Radio License Test - should be completed ---
8	1.0	-	0.5	Continuous Take-Offs, Circuits and Landings (repeat this flight approx. 3-5 times)
18	1.0	-	0.5	Sideslipping --- PSTAR - should be completed ---
18	1.0	-	0.5	Crosswind Take-Offs and Landings (repeat this flight approx 1- 2 times)
9	1.0	-	0.5	Runway Changes, Communication Failures, Bounce Recovery, Overshoots
7	1.0	-	1.0	Steep Turns, Spiral Dives and review of Slow Flight, Stalls and Spins
9	1.0	-	0.5	Engine Failure in Circuit, Take-Offs and Landings
9	1.0	-	-	Engine Failure in Circuit, Emergencies, Review Sideslipping and Crosswinds
10	1.0	-	-	Take-Offs, Circuits and Landings, Engine Failures
11	-	0.3	-	First Solo.
12-13	0.5	1.0	-	Dual Circuit Check, Solo practice of Take-Offs, Circuits and Landings (Full Stops)
12-13	0.5	1.0	-	Dual Circuit Check, Solo practice of Take-Offs, Circuits and Landings (Touch & Go's)
13	-	1.0	-	Solo Practice of Take-Offs, Circuits and Landings (Touch and Go's)
14	1.0	-	0.5	Short Field Take-Off & Landing, Obstacle Clearance
15	-	1.0	-	Short Field Take-Off & Landing, Obstacle Clearance
16	1.0	-	0.5	Soft/Rough Field Take-Off & Landing, Obstacle Clearance
17	-	1.0	-	Soft/Rough Field Take-Off & Landing, Obstacle Clearance
24	1.0	-	0.5	Forced Landings
25	-	1.0	-	Forced Landings
24	1.0	-	0.5	Precautionary Landings and Illusions Created by Drift
25	-	1.0	-	Precautionary Landings
20	1.2	-	1.0	Short Cross-Country (Woodstock and Kitchener)
23	-	1.0	-	Short Cross-Country (Woodstock and Kitchener)
22	1.2	-	0.5	Review Slow Flight, Stalls and Forced Landings
23	-	1.2	-	Solo practice of Slow Flight, Stalls and Forced Landings
22	1.2	-	0.5	Spins, Spiral Dives, Steep Turns and Precautionary Landings
23	-	1.0	-	Solo practice of Steep Turns and Precautionary Landings
23	-	1.0	-	Solo practice of Slow Flight, Stalls, Steep Turns
-	1.2	-	0.5	Instrument Flying - Introduction
-	1.2	-	0.5	Instrument Flying – Basic Manouvres
-	1.2	-	0.5	Instrument Flying – Limited Panel
-	1.2	-	0.5	Instrument Flying – Unusual Attitudes
-	1.2	-	0.5	Instrument Flying – Radio Navigational Aids
26	1.2	-	0.5	Diversions
26	3.0	-	1.0	Cross-Country (St.Catharines, London)
27	-	3.0	-	Solo Cross-Country (St.Catharines, London)
27	-	1.5	-	Solo Cross-Country (St.Thomas)
28	1.0	-	0.5	Dual Review
28	1.0	-	0.5	Dual Review
29	-	1.0	-	Solo Review
29	-	1.0	-	Solo Review
30	1.6	-	1.0	Simulated Flight Test
31	1.6	-	1.0	Private Pilot Flight Test
Appx.	45	17	22	

Note: All above times are approximate and will vary from person to person and depend greatly on frequency of flying, weather and individual student progress.