



Flight Training Program Outline Commercial Pilot Licence

Last updated June 2025

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Welcome to the Brantford Flying Club!!!

Introduction:

Since 1929 the Brantford Flying Club has been providing quality flight training. As one of the oldest flight training organizations in Canada, we have successfully trained thousands of private, commercial, and Airline pilots over the past 85 years.

This Commercial flight training program outline is provided to you as reference material to guide you through the training process. The outline is a requirement under the Canadian Aviation Regulations (CARS). This document describes some of the background knowledge regarding the training program that you are undertaking and it contains a selection of our Flight Training Unit policies.

If you have any questions or concerns please ask one of our many Flight Instructor Staff members who would be happy to expand on this program outline.

Thank you for your interest in The Brantford Flying Club!

Cost Breakdown

Item:	Hours:	Rate:	Total:
Ground School			\$550.00
Course Material			\$100.00
Dual Instruction – C152	35 Hours	\$260.00 /hour	\$9,100.00
Solo Practice – C152	30 Hours	\$175.00 /hour	\$5,250.00
Pre/Post Flight Briefings	15 Hours	\$85.00 /hour	\$1,275.00
Written Exam			\$105.00
Flight Test Fee			\$500.00
Transport Canada Licensing Fee			\$120.00

Grand Total: \$17,000.00

If using C172 add \$2,275

Above hours are minimum required hours.

Additional training/time building may be needed.

***Approved as a Vocational Program under the Ontario Career Colleges Act,
2005***

Commercial License Privileges:

The holder of a valid Commercial Pilot License may fly:

- ❑ As a private pilot
- ❑ Exercise the privileges of a VFR OTT Rating
- ❑ Exercise the privileges of a Night Rating
- ❑ Fly for a commercial air service

Commercial License Prerequisites:

An applicant shall

1. be a minimum of eighteen years old, before the training is completed.
2. hold a category 1 Medical
3. hold a Private Pilot License

Age

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

Medical Fitness and Validity

(amended 2007/12/30; previous version)

1. (a) An applicant shall hold a Category 1 Medical Certificate valid for a Commercial Pilot Licence - Aeroplane.
2. (b) The licence holder may exercise Private Pilot Licence - Aeroplane privileges until the end of the medical period specified for the Private Pilot Licence.
(amended 2007/12/30; previous version)
3. (c) The licence is maintained by a valid Category 1 Medical Certificate.
(amended 2007/12/30; previous version)

Knowledge

An applicant shall have:

(a) Completed a minimum of 80 hours commercial 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 Commercial Pilot Licence – Aeroplane (CPAER):

- (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.

Experience

- (a) An applicant shall have completed, subject to clause (b)(i)(C), a minimum of **200** hours flight time in aeroplanes, of which a minimum of **100** hours shall be pilot-in-command time including **20** hours cross-country pilot-in-command flight time; and
- (b) an applicant who holds a Private Pilot Licence - Aeroplane or a Private Pilot Licence - Aeroplane issued by a contracting state other than Canada, shall have completed 65 hours of commercial pilot flight training in aeroplanes consisting of a minimum of:
 - i. 35 hours dual instruction flight time, under the direction and supervision of the holder of a Flight Instructor Rating - Aeroplane, including:
 - (A) 5 hours night, including a minimum of 2 hours of cross-country flight time;
 - (B) 5 hours cross-country, which may include the cross-country experience from (A) above; and
 - (C) 20 hours of instrument flight time in addition to the experience stated in (a) and (b) above. A maximum 10 hours of the 20 hours may be conducted on an approved aeroplane simulator or flight training device.
 - ii. 30 hours solo flight time including:
 - (A) 25 hours solo flight time emphasizing the improvement of general flying skills of the applicant which shall include a cross-country flight to a point of a minimum of 300 nautical mile radius from the point of departure and shall include a minimum of 3 landings at points other than that of departure, and

- (B) 5 hours solo flight time by night during which a minimum of 10 takeoffs, circuits and landings were completed.

Skill

Within the 12 months 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) Restricted Licence - Daylight Flying

- (a) Where an applicant has not completed the night flight time requirements the licence shall be issued restricted to daylight flying and the total dual instruction flight time and solo flight time requirements for the issue of the licence shall be met.
- (b) Where an applicant completes the night flight time requirements, the restriction shall be removed.

Night Flight Time

(A) Where an applicant holds a Private Pilot Licence - Aeroplane with a night rating, the total dual and solo night flight time requirements shall be deemed to have been met provided that the 35 hours dual instruction flight time and 30 hours solo flight time requirements are met.

Training Syllabus

Brantford Flying Club Commercial Course Outline

FLIGHT #	EXERCISES	DUAL	SOLO	GROUND	✓
1	2-3-4-6-7-8-9s-10	1.0		1.0	
2	9s-10-11-12-13-14	1.0		1.0	
3	9s-10-11-12		1.0		
4	15-16-17-18 x-wind	1.2		1.0	
5	15-16-17-18 x-wind		1.0		
6	20-21-22-16-17-18 short/soft/obstacle	1.0		1.5	
7	21-16-17-18 short/obstacle		1.0		
8	22-16-17-18 soft/obstacle		1.0		
9	16-17-18 Precision 180°	1.0		0.5	
10	23 Cross Country #1 Owen Sound	2.7		0.5	
11	23 Cross Country #2 Goderich		2.5		
12	24 Night	1.2		1.0	
13	24 Night	1.2		0.5	
14	24 Night	1.2		0.5	
15	24 Night	1.2			
16	16-17-18 Night	1.5		0.5	
17	16-17-18 Night	1.5			

18	16-17-18 Night		1.0		
19	16-17-18 Night		1.0		
20	16-17-18 Night		1.0		
21	23 Cross Country #3 Peterborough		2.7		
22	24 VOR	1.0		1.0	
23	24 VOR	1.0			
24	24 VOR		1.2		
25	24 ADF	1.0		1.0	
26	24 ADF	1.0			
27	24 ADF		1.2		
28	16-17-18 Night		1.0		
29	16-17-18 Night		1.0		
30	23 Night Cross Country	2.0		1.5	
31	9s-10-11-12-13-14-20-21	1.0		0.5	
32	9s-10-11-12		1.2		
33	20-21-22		1.2		
34	23 Cross Country #4 Muskoka		3.0		
35	24-16-17-18 short/obstacle	1.2		0.5	
36	24-16-17-18 soft/obstacle	1.2			
37	16-17-18 short/soft/obstacle		1.2		
38	24-15-16-17-18 x-wind	1.2			
39	15-16-17-18		1.2		
40	23 Diversions	1.5		0.5	
41	23 Diversions-21-22		1.5		
42	23 Cross Country #5 Kingston-Ottawa		6.3		
43	24	1.2		0.5	
44	24	1.2			
45	24	1.2			
46	23 Cross Country #6 Port Huron		3.1		
47	9s-10-11-12-22		1.2		
48	21-16-17-18		1.2		
49	23 Cross Country #7 300nm		9.5		
50	24	1.2			
51	24	1.3			
52	24	1.3			
53	24	1.3			
54	DUAL REVIEW	1.0		2.0	
55	SOLO REVIEW		1.5		
56	DUAL REVIEW	1.3			
57	SOLO REVIEW		1.5		
58	DUAL REVIEW	1.0		1.5	
59	SIMULATED FLIGHT TEST	1.6		1.0	
	TOTAL	41.4	50.2	18.0	

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.

Weather Minimums

The following minimum weather standards are required for any Brantford Flying Club aircraft flight.¹

		SOLO ²	DUAL	RECREATIONAL VFR	REC IFR
Practice Area	Ceiling	3,000' AGL	Instructor's Discretion	1,500' AGL	See 0 below
	Visibility	5SM	3SM	3SM	
Circuits	Ceiling	1,500' AGL	Instructor's Discretion	1,500' AGL	
	Visibility	4 SM	3SM	3SM	
Winds	Maximum	Instructor's Discretion		30 kts	
	Crosswind Component	6 kts	POH Max Demonstrated	POH Max Demonstrated ³	
Cross Country	Ceiling	5,000 ASL ⁴	2,500' AGL	2,500' AGL	See 0 below
	Visibility	8 SM	5 SM	5 SM	
Min. Ground Temperature ⁵		-15°C	-18°C	-15°C	
CRFI		0.22 No Crosswind 0.25 5kts Max Crosswind 0.30 10kts Max Crosswind			

IFR Flights – Dual or Recreational

Take-offs are not to be commenced if the ceiling and visibility are below the landing minima for the airport of departure.

~~Cruise legs will not be less than 500' below freezing level.~~

Landing minima as published in Canada Air Pilot.

¹ The weather as reported by METAR, averaged from surrounding METARS or observed by the PIC before takeoff

² Solo flying is always at the authorizing instructor's discretion

³ Recreational flying is always at the BFC staff member's discretion

⁴ 5000' ASL gives the student the availability to fly at proper cruising altitudes on the trip – 3,500/4,500 – aiming to have a cruising altitude 1000' above MEF (all obstacles) at a minimum

⁵ The air temperature as measured on the ground before takeoff – not wind chill

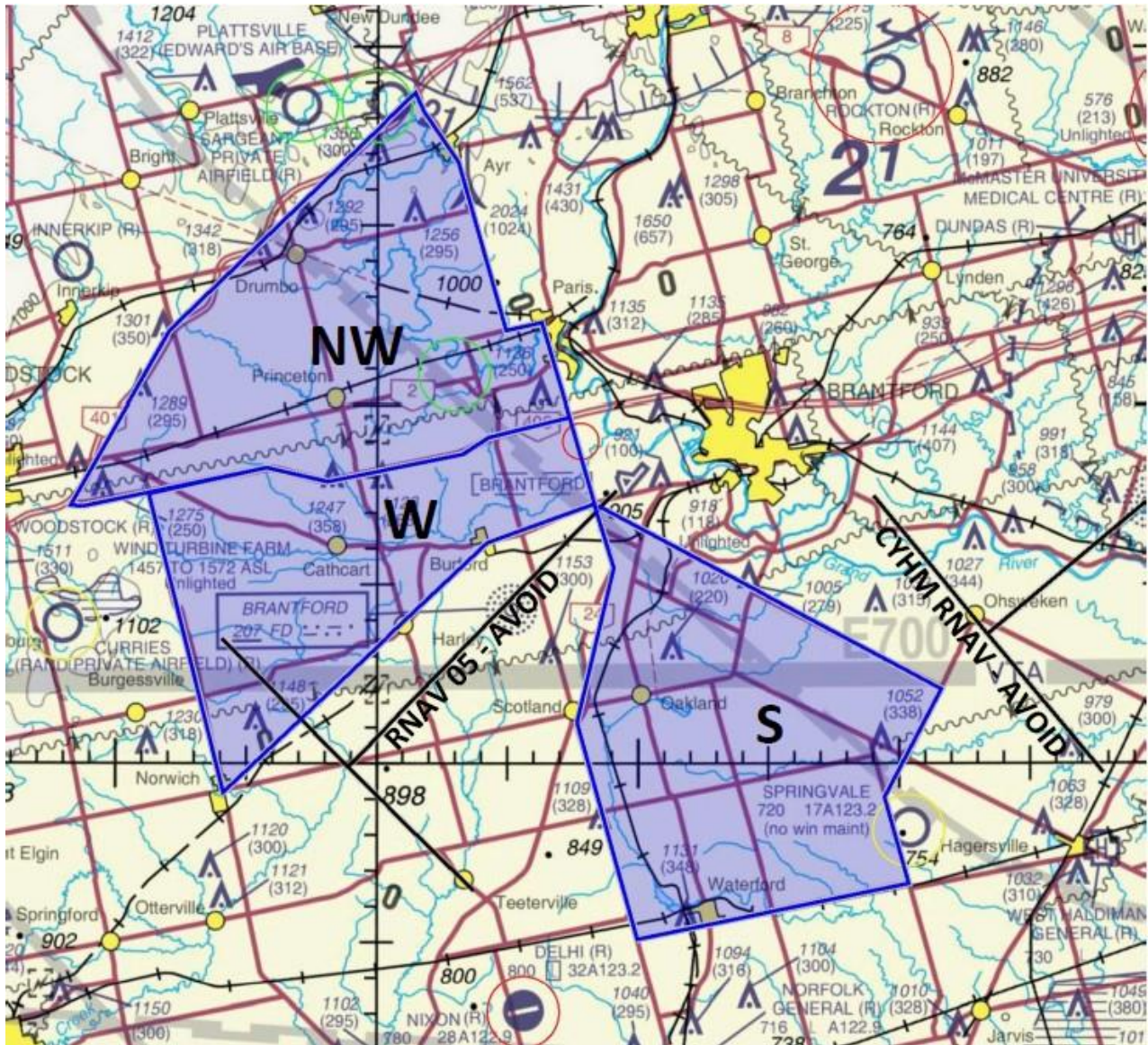
Fuel Reserves

The maximum fuel carried is dependent on the weight and balance of the aircraft

For any cross country flights, maximum fuel must be carried. A minimum 1 hour reserve shall be used.

Any local flights must have greater than ½ full tanks.

Designated Practice Areas



The Brantford Flying Club has 3 areas outlined for practice, the South, West and North West Practice area. These areas are outlined on a map in the flight office and are part of the Flight Training Program Outlines provided to students. Except for solo cross country flights, students are limited to the above practice areas for their solo practice. While using these practice areas, students are expected to make position reports on the practice area frequency: 122.925

Reporting of Aircraft Defects and Unserviceabilities

Upon finding any aircraft defect, report to flight instructor and refer to the Brantford Flying Club's Aircraft Defect Procedures.

Securing of Aircraft When Not in Use

When a pilot lands at any aerodrome, the aircraft shall be parked into wind, if possible. Chocks, control locks, and tie downs shall be used in gusty/windy conditions.

When leaving the aircraft at other aerodromes, for any length of time, the keys shall be removed from the ignition and all the doors shall be locked. The pilot will keep the keys on their person.