



Flight Training Program Outline Class 4 Instructor Rating

Last updated March 2024

Table of Contents

| | |
|---|----------|
| Introduction: | 1 |
| Privileges: | 2 |
| Prerequisites: | 2 |
| Cost Breakdown | 2 |
| Age | 3 |
| Medical Fitness and Validity | 3 |
| Knowledge | 3 |
| Experience | 3 |
| Skill | 4 |
| Credits | 4 |
| <i>Knowledge</i> | 4 |
| <i>Experience</i> | 4 |
| Training Syllabus | 5 |
| Weather Minimums | 6 |
| Fuel Reserves | 7 |
| Designated Practice Areas | 7 |
| Reporting of Aircraft Defects and Unserviceabilities | 8 |
| Securing of Aircraft When Not in Use | 8 |

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 Class 4 Instructor 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!

Privileges:

The holder of a valid Commercial License that is Class IV Instructor endorsed may exercise the privileges of the license as a flight instructor.

Prerequisites:

1. Before commencing flight training for the Class 4 Instructor Rating, an applicant shall hold a Commercial or Airline Transport Pilot Licence - Aeroplane and have completed a minimum of 20 hours instrument time, of which a minimum of 10 hours shall be instrument flight time.
2. Before commencing ground training for the Class 4 Instructor Rating, an applicant shall have successfully completed the written examination and flight test for the Commercial Pilot Licence - Aeroplane.

Cost Breakdown

| Item: | Hours: | Rate: | Total: |
|-----------------------------------|---------------|----------------|---------------|
| Dual Instruction – C152 | 30 Hours | \$250.00 /hour | \$7,500.00 |
| Pre/Post Flight Briefings | 25 Hours | \$80.00 /hour | \$2,000.00 |
| Transport Canada Licensing Fee | | | \$ 50.00 |
| Flight Test Fee | | | \$ 500.00 |
| Transport Canada Written Exam Fee | | | \$ 210.00 |
| Course Material | | | \$ 290.00 |

Grand Total: \$10,550.00

Using C172 – add \$750

Above hours are minimum required hours. Additional training may be needed.
***Approved as a Vocational Program under the Ontario Career Colleges Act,
2005
CC# 103117***

Age

- (i) An applicant shall be a minimum of eighteen years of age.

Medical Fitness and Validity

- (i) (a) An applicant shall hold a Category 1 Medical Certificate valid for a Commercial Pilot Licence - Aeroplane.
- (ii) (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)
- (iii) (c) The licence is maintained by a valid Category 1 Medical Certificate.
(amended 2007/12/30; previous version)

Knowledge

a) An applicant shall have completed a minimum of 25 hours of Instructor Rating ground school instruction which shall include:

- (i) practical application of the basic principles of learning and techniques of instruction;
- (ii) preparation and use of lesson plans;
- (iii) procedures for planning and presenting preparatory ground instruction, pre-flight briefings, in-flight instruction, and post-flight debriefings;
- (iv) theory of flight required to teach the air exercises;
- (v) aircraft flight manuals and aircraft operating limits;
- (vi) presentation of pilot decision-making concepts; and
- (vii) the use of the *Transport Canada Flight Instructor Guide*, *Flight Training Manual*, *Canadian Aviation Regulations*, Part IV and the *Flight Test Standards*, Private and Commercial Pilot Licences - Aeroplane Category.

(b) An applicant shall obtain a minimum of 70% in the written examination Flight Instructor Rating - Aeroplane Class 4 (AIRAF).

Experience

An applicant shall complete in aeroplanes a minimum of 30 hours of dual flight instruction on overall pilot proficiency and the presentation of all exercises set forth in the Flight Instructor Guide and shall include a minimum of 5 hours of training in the teaching of instrument flight skills. A maximum 5 of the 30 hours may be conducted on an approved aeroplane simulator or flight training device.

Skill

An applicant shall complete an instructor flight test to the standard outlined in the *Flight Test Standard - Flight Instructor Rating - Aeroplanes, Helicopters, Aerobatic (TP5537)*.

Credits

Knowledge

- (i) An applicant who holds, or has held an instructor rating for helicopters, gyroplanes, gliders, balloons or aerobatics shall be credited with 10 hours of the 25 hours ground school instruction requirement.
- (ii) An applicant who holds an Airline Transport Pilot Licence - Aeroplane, or a teaching certificate issued by provincial or territorial authorities, shall be credited with 10 hours of the 25 hours' ground school instruction requirement.
- (iii) An applicant who holds or has held within the preceding 24 months, a flight instructor rating - Helicopter, shall be considered to have met the written examination requirement.

Experience

- (i) An applicant who holds, or has held a Flight Instructor Rating - Helicopter, shall be credited with 10 hours of the 30 hours' of dual flight instruction requirement, and with the 5 hours requirement of training in the teaching of instrument flight skills.
- (ii) An applicant who holds an Airline Transport Pilot Licence - Aeroplane, shall be credited with 10 hours of the 30 hours' dual flight instruction requirement.

Training Syllabus

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

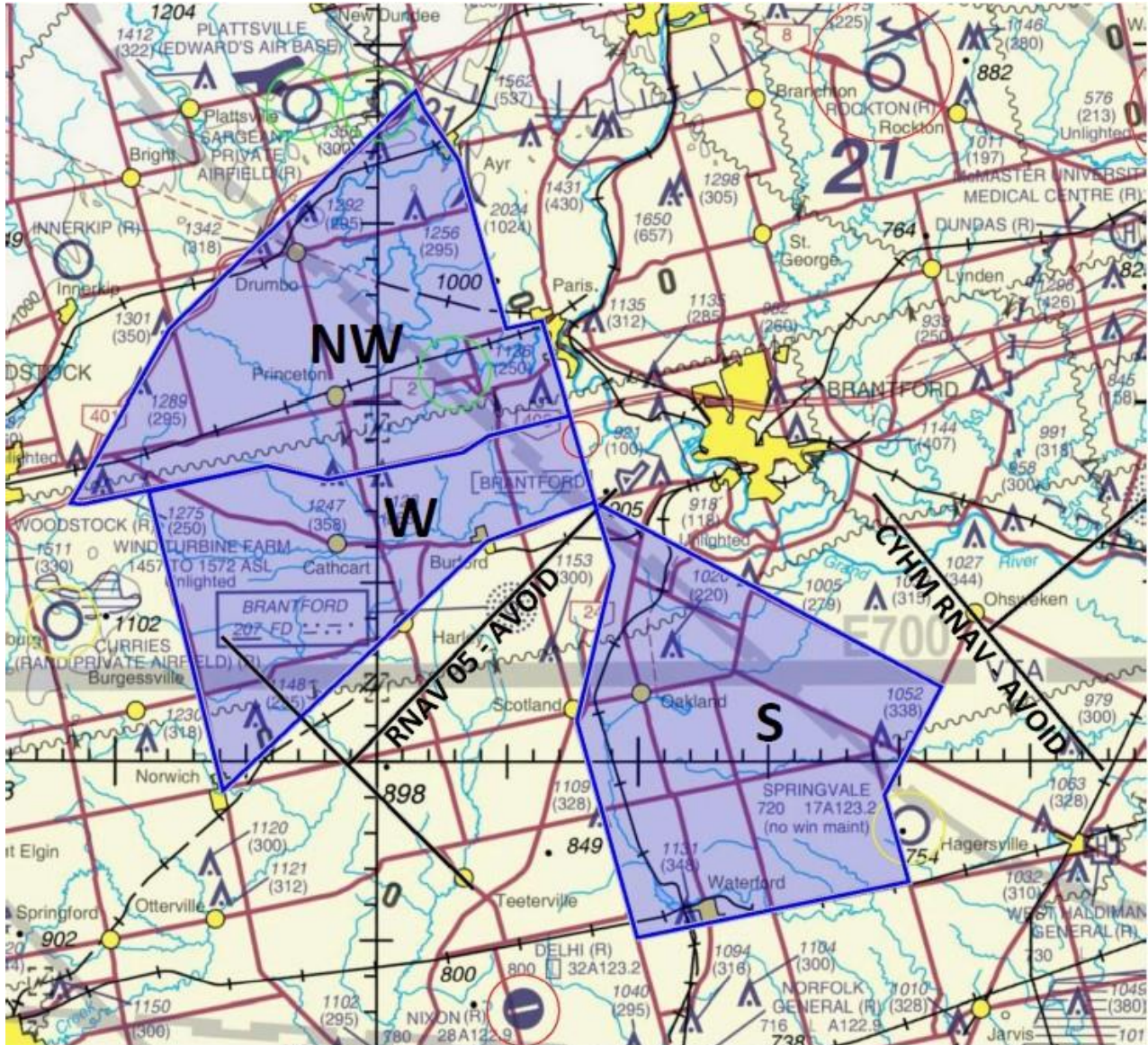
Fuel Reserves

The maximum fuel carried is dependant 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 and control locks 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.