

Part IV - Personnel Licensing and Training

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Canadian Aviation Regulations (CARs) 2015-2

Standard 426 - Flight Training Units

Content last revised: 2006/12/14

Foreword

This Personnel Licensing and Training Standard outlines the requirements for complying with the Flight Training Units Regulation Subpart 406 of the *Canadian Aviation Regulations*.

For ease of cross reference, the divisions and numbers of the standard are assigned to correspond to the regulations, therefore Standard 426.11 would reflect a standard required by Section 406.11 of the Regulations.

In support of the standards and for clarification, additional information may be found in the Appendices, in relevant notes inserted throughout the standards and in the *AIP Canada*.

DIVISION II - CERTIFICATION

426.11 Issuance or Amendment of Flight Training Unit Operator Certificate

1. **(1)** An application for a Flight Training Unit Operator Certificate shall include:

(amended 2006/12/14)

1. (a) Form 26-0380 Statement of Intent, completed and signed;
(amended 2006/12/14)
2. (b) Form 26-0344 Application for a Flight Training Unit Operator Certificate, completed and signed;
(amended 2006/12/14)
3. (c) information with respect to the main base, including written permission from the Local Airport Authority (LAA) or, where the applicant cannot obtain written permission and operations have not been denied in writing by the LAA, other information that demonstrates access to the aerodrome, such as information that the applicant has facilities provided through a lease or contractual agreement;
(amended 2006/12/14)
4. (d) the name of the person who exercises control over the flight training unit as an owner;
(amended 2006/12/14; no previous version)
5. (e) the name of the person appointed as Chief Flight Instructor and a statement of acceptance of the position, signed by that person, supported by a resume of qualifications and experience;
(amended 2006/12/14)
6. (f) the name of the person appointed under section 406.36 of the *Canadian Aviation Regulations* to be responsible for the maintenance control system;
(amended 2006/12/14)
7. (g) a description of the aircraft to be operated, including category, class, type and registration;
(amended 2006/12/14)
8. (h) details of the type of flight training to be conducted;
(amended 2006/12/14)
9. (i) details of the proposed route for the solo cross-country training flight as outlined in section 406.55 of the *Canadian Aviation Regulations*, if applicable;
(amended 2006/12/14)

10.(j) a copy of the flight training program outline, required by section 405.13 of the *Canadian Aviation Regulations*;
(amended 2006/12/14)

11.(k) details of the proposed maintenance control system, including the maintenance control manual required by section 406.38 of the *Canadian Aviation Regulations*;
(amended 2006/12/14)

12.(l) written confirmation of liability insurance coverage against risks of injury or death to passengers, and public liability, as required by section 606.02 of the *Canadian Aviation Regulations*; and
(amended 2006/12/14)

13.(m) where an integrated course is conducted, a copy of the flight training operations manual and training manual.
(amended 2006/12/14; no previous version)

2. **(2)** An applicant shall have:
(amended 2006/12/14)

1. (a) management organization capable of exercising operational control over any flight that is to be operated;
(amended 2006/12/14)

2. (b) managerial personnel who are employed on a full-time basis and perform the duties related to the following positions:
(amended 2006/12/14; no previous version)

1. (i) a Chief Flight Instructor who:
(amended 2006/12/14)

1. (A) is appointed by the applicant,

2. (B) is employed on a full-time basis during flight training operations, and

3. (C) meets the requirements of section 406.22 of the *Canadian Aviation Regulations*; and

2. (ii) where the applicant does not hold an approved maintenance organization (AMO) certificate, a maintenance manager (person responsible for maintenance control system);
(amended 2006/12/14)

3. (iii) ground instructors and flight instructors who:
(amended 2006/12/14)

1. (A) are qualified to perform the duties to which they are assigned, and

2. (B) are collectively qualified to conduct all the authorized training;

3. (c) aircraft that are properly equipped and flight crew members who are qualified for the type of training that is being conducted.
(amended 2006/12/14)
 4. (d) an operational control system that meets the requirements of section 406.50 of the *Canadian Aviation Regulations*;
(amended 2006/12/14; no previous version)
 5. (e) a training program that meets the requirements of this Subpart;
(amended 2006/12/14; no previous version)
 6. (f) legal custody and control of at least one aircraft or, where an integrated course is conducted, one aircraft for each class of aircraft that is to be operated;
(amended 2006/12/14)
 7. (g) in the case of an applicant for a flight training unit operator certificate who conducts an integrated course, a flight training operations manual that meets the requirements of section 406.61 of the *Canadian Aviation Regulations* and a training manual that meets the requirements of section 406.62 of the *Canadian Aviation Regulations*; and
(amended 2006/12/14; no previous version)
 8. (h) a maintenance control system approved under this Subpart.
(amended 2006/12/14; no previous version)
3. **(3)** An application for an operations specification regarding the conduct of flight training operations, on a temporary basis, at a satellite base shall include:
(amended 2006/12/14)
1. (a) information with respect to:
 1. (i) the satellite base;
(amended 2006/12/14)
 2. (ii) the name of the person assigned under section 406.58 of the *Canadian Aviation Regulations* to be responsible for flight training operations;
(amended 2006/12/14)
 3. (iii) details of arrangements for aircraft maintenance;
(amended 2006/12/14)
 4. (iv) a description of the aircraft to be operated, including category, class, type and registration;
(amended 2006/12/14)
 5. (v) details of the type of flight training to be conducted;
(amended 2006/12/14)
 6. (vi) details of the planned route for the solo cross-country training flight as

outlined in section 406.55 of the *Canadian Aviation Regulations*, if applicable;
and
(amended 2006/12/14)

7. (vii) the period of operation of the satellite base;
(amended 2006/12/14)

2. (b) a copy of the flight training program outline required by section 405.13 of the *Canadian Aviation Regulations*; and
(amended 2006/12/14)

3. (c) a statement signed by the Chief Flight Instructor of acceptance of the responsibility for supervision of flight training operations at the satellite base.
(amended 2006/12/14)

4. **(4)** An application for an operations specification regarding the conduct of flight training operations at a sub-base shall include:
(amended 2006/12/14; no previous version)

1. (a) Form 26-0344 Application for Flight Training Unit Operator Certificate, completed and signed;
(amended 2006/12/14; no previous version)

2. (b) information with respect to the sub-base, including written permission from the Local Airport Authority (LAA) or, where the applicant cannot obtain written permission and operations have not been denied in writing by the LAA, other information that demonstrates access to the aerodrome, such as information that the applicant has facilities provided through a lease or contractual agreement;
(amended 2006/12/14; no previous version)

3. (c) the name of the person appointed as Assistant Chief Flight Instructor and a statement of acceptance of the position, signed by that person, supported by a resume of qualifications and experience;
(amended 2006/12/14; no previous version)

4. (d) the name of the person appointed under section 406.36 of the *Canadian Aviation Regulations* to be responsible for the maintenance control system;
(amended 2006/12/14; no previous version)

5. (e) a description of the aircraft to be operated, including category, class, type and registration;
(amended 2006/12/14; no previous version)

6. (f) details of the type of flight training to be conducted;
(amended 2006/12/14; no previous version)

7. (g) details of the planned route for the solo cross-country training flight as outlined in

section 406.55 of the *Canadian Aviation Regulations*, if applicable;
(amended 2006/12/14; no previous version)

8. (h) a copy of the flight training program outline, required by section 405.13 of the *Canadian Aviation Regulations*;
(amended 2006/12/14; no previous version)

9. (i) details of the proposed maintenance control system, including the maintenance control manual, required by section 406.38 of the *Canadian Aviation Regulations*;
(amended 2006/12/14; no previous version)

10.(j) written confirmation of liability insurance coverage against risks of injury or death to passengers, and public liability, as required by section 606.02 of the *Canadian Aviation Regulations*; and
(amended 2006/12/14; no previous version)

11.(k) a copy of the flight training operations manual.
(amended 2006/12/14; no previous version)

426.14 Quality Assurance Program

(amended 2006/12/14; no previous version)

The flight training unit quality assurance program shall include:

(amended 2006/12/14; no previous version)

1. (a) an initial internal audit;
(amended 2006/12/14; no previous version)
2. (b) recurring internal audits conducted at 12-month intervals;
(amended 2006/12/14; no previous version)
3. (c) records of internal audit findings;
(amended 2006/12/14; no previous version)
4. (d) records of actions to correct findings of non-compliance;
(amended 2006/12/14; no previous version)
5. (e) procedures to ensure that audit findings are communicated to the appropriate person and made available to the certificate holder;
(amended 2006/12/14; no previous version)
6. (f) follow-up procedures to ensure that corrective actions instituted by the flight training unit are effective; and
(amended 2006/12/14; no previous version)
7. (g) a record keeping system to ensure that details of audit findings, corrective actions, and follow-up procedures are recorded, and that the records are retained for two complete audit cycles.

(amended 2006/12/14; no previous version)

DIVISION III - PERSONNEL

426.21 *Appointment of Chief Flight Instructor*

1. **(1)** A flight training unit may continue flight training operations without a chief flight instructor for a period of up to 60 days if:
 1. (a) there are extenuating circumstances;
 2. (b) there is suitable supervision and operational control; and
 3. (c) such authorization is in the public interest and is not likely to affect aviation safety.
2. **(2)** A flight training unit may continue flight training operations with a chief flight instructor whose medical certificate is invalid and subject to a prohibition regarding exercise of the privileges of the permit, licence or rating, pursuant to Section 404.06 - Prohibition Regarding Exercise of Privileges for a period of up to six months if:

(amended 2000 /09/01)

1. (a) the chief flight instructor remains a full-time employee of the flight training unit;
2. (b) the chief flight instructor remains responsible for all non-flight duties required of a chief flight instructor; and
3. (c) the flight training unit has other staff qualified to carry out the airborne duties at that flight training unit.

426.22 *Requirements for Chief Flight Instructor*

The qualifications required for and the responsibilities in respect of the position of chief flight instructor are:

(amended 2006/12/14; no previous version)

Qualifications

1. **(1)** A person may be appointed as Chief Flight Instructor for a flight training unit that is operating an aeroplane or helicopter where a flight instructor rating is required to conduct any of the authorized training, if that person:
 1. (a) has a Class 1 or Class 2 Flight Instructor Rating for the category of aircraft in which the flight training is to be conducted; or
 2. (b) has a Class 3 Flight Instructor Rating for aeroplane flight training provided no other flight instructor is employed at that flight training unit, and is not undergoing follow-up action pursuant to section 421.67 of the *Canadian Aviation Regulations*.

(amended 2006/12/14)

2. **(2)** A person may be appointed as Chief Flight Instructor for a flight training unit that is operating an aeroplane or helicopter where a flight instructor rating is not required to conduct any of the authorized training, if that person is qualified to conduct the training pursuant to section 405.21 of the *Canadian Aviation Regulations*.
(amended 2006/12/14)
3. **(3)** A person may be appointed as Chief Flight Instructor for a flight training unit that is operating a glider, balloon, gyroplane or an ultra-light aeroplane, if that person:
 1. (a) is the holder of a pilot permit or pilot licence for the category of aircraft in which the flight training is to be conducted; and
 2. (b) has a flight instructor rating.

4. Responsibilities

- (4)** The Chief Flight Instructor of a flight training unit shall be responsible for operational control.
5. **(5)** A person who is appointed as Chief Flight Instructor for a flight training unit identified in subsection (1) shall be responsible for:
 1. (a) the management of the overall pilot training program;
(amended 2006/12/14)
 2. (b) the supervision of all flight and ground instructors of the flight training unit;
(amended 2006/12/14)
 3. (c) the direct supervision of Class 4 flight instructors, including the designation of a Class 1 or Class 2 flight instructor to supervise a Class 4 flight instructor;
(amended 2006/12/14)
 4. (d) approving of the appointment of ground instructors;
(amended 2006/12/14)
 5. (e) the quality and content of ground school instruction and flight training provided by that flight training unit;
(amended 2006/12/14)
 6. (f) the content and accuracy of Pilot Training Records, course reports, student pilot permits issued, licence applications and any other documents which form part of the training process;
(amended 2006/12/14)
 7. (g) ensuring that flight instruction is based on the contents of the appropriate flight instructor guide and flight training manual;
(amended 2006/12/14)
 8. (h) ensuring that the daily flight record is used for operational control;

(amended 2006/12/14)

9. (i) ensuring that all appropriate publications including the Canadian Aviation Regulations, Aeronautical Information Publication Canada, Canada Flight Supplement, Water Aerodrome Supplement, Flight Instructor Guide and Flight Training Manual, and the applicable training manual on human factors are readily available to trainees and amended to date;
(amended 2006/12/14)
- 10.(j) maintaining a current copy of training publications, charts, maps and any other material required for the ground instruction and flight training of trainees;
(amended 2006/12/14)
- 11.(k) ensuring that all solo training flights are properly authorized by a flight instructor and acknowledged by the trainee;
(amended 2006/12/14)
- 12.(l) decisions with respect to flight safety during flying periods;
(amended 2006/12/14)
- 13.(m) confirming the continuing validity of staff licences and ratings endorsed on a licence.
(amended 2006/12/14)
- 14.(n) ensuring that all staff members are kept informed of any changes to the regulations and standards;
(amended 2006/12/14; no previous version)
- 15.(o) disseminating, and acting upon aeroplane safety information, including accident, incident, and other occurrence reports;
(amended 2006/12/14; no previous version)
- 16.(p) developing and implementing an operational control system in accordance with section 406.50 of the *Canadian Aviation Regulations*;
(amended 2006/12/14; no previous version)
- 17.(q) where an integrated course is conducted, ensuring the development and implementation of a flight training operations manual in accordance with section 406.61 of the *Canadian Aviation Regulations* and a training manual in accordance with section 406.62 of the *Canadian Aviation Regulations*;
(amended 2006/12/14; no previous version)
- 18.(r) liaison with Transport Canada on all matters concerning flight training operations;
(amended 2006/12/14; no previous version)
- 19.(s) delegation, in writing, of duties to the assistant chief flight instructor; and
(amended 2006/12/14; no previous version)

20.(t) developing and implementing a plan of action in accordance with paragraph 421.67(3)(b) of the *Canadian Aviation Regulations*; (amended 2006/12/14; no previous version)

426.22.1 Requirements for Assistant Chief Flight Instructor

(amended 2006/12/14; no previous version)

The qualifications for and the responsibilities in respect of the position of assistant chief flight instructor are as follows:

(amended 2006/12/14; no previous version)

1. **(1)** A person may be appointed as assistant chief flight instructor for a flight training unit that is operating an aeroplane or helicopter for which a flight instructor rating is required to conduct any of the authorized training, if that person has a Class 1, Class 2 or Class 3 flight instructor rating for the category of aircraft in which the flight training is to be conducted and is not undergoing follow-up action under section 421.67 of the *Canadian Aviation Regulations*. (amended 2006/12/14; no previous version)
2. **(2)** A person may be appointed as assistant chief flight instructor for a flight training unit that is operating an aeroplane or helicopter for which a flight instructor rating is not required to conduct any of the authorized training, if that person is qualified to conduct the training under section 405.21 of the *Canadian Aviation Regulations*. (amended 2006/12/14; no previous version)
3. **(3)** The assistant chief flight instructor of a flight training unit shall be responsible for duties as assigned in writing by the Chief Flight Instructor. (amended 2006/12/14; no previous version)

426.22.3 Requirements for Check Instructor

(amended 2006/12/14; no previous version)

The qualifications for and the responsibilities in respect of the position of check instructor are:

(amended 2006/12/14; no previous version)

Qualifications

1. **(1)** A person may be appointed as check instructor for a flight training unit that is conducting an integrated course of pilot training if that person:
(amended 2006/12/14; no previous version)
 1. (a) holds a Class 1 or 2 flight instructor rating for the category of aircraft in which the flight training is to be conducted; and
(amended 2006/12/14; no previous version)
 2. (b) is not undergoing follow-up action under section 421.67 of the *Canadian Aviation Regulations*.
(amended 2006/12/14; no previous version)

2. Responsibilities

(2) A person who is appointed as check instructor for a flight training unit conducting an integrated course of pilot training shall be responsible to the Chief Flight Instructor or designated assistant chief flight instructor for the conduct of progress tests required by the training manual or flight training operations manual.

(amended 2006/12/14; no previous version)

3. (3) The check instructor may not conduct a progress test of any student for whom the check instructor has

(amended 2006/12/14; no previous version)

1. (a) served as principal instructor; or
(amended 2006/12/14; no previous version)

2. (b) recommended for the progress test.
(amended 2006/12/14; no previous version)

426.24 Requirements for Ground Instructor

(amended 2006/12/14; no previous version)

The requirements in respect of the position of ground instructor are:

(amended 2006/12/14; no previous version)

A person may be appointed or act as ground instructor for a flight training unit if that person:

(amended 2006/12/14; no previous version)

1. (a) demonstrates to the chief flight instructor, or designated assistant chief flight instructor or check instructor, that they have sufficient aviation experience to have technical competence in the subjects they are to teach; and
(amended 2006/12/14; no previous version)

2. (b) is briefed by the chief flight instructor, or designated assistant chief flight instructor or check instructor, on his or her duties and responsibilities and the applicable instructional techniques set out in the *Flight Instructor Guide, Part I*.
(amended 2006/12/14; no previous version)

426.25 Instructor Records

1. (1) An individual record for each ground instructor shall contain the following:

1. (a) the name of the ground instructor;
(amended 2006/12/14)

2. (b) the date of the appointment under section 406.24 of the *Canadian Aviation Regulations*; and
(amended 2006/12/14)

3. (c) a record of the demonstration of competency and briefing required under

section [426.24](#) of the *Canadian Aviation Regulations*.
(amended 2006/12/14; no previous version)

2. **(2)** An individual record for each flight instructor shall contain the following:

1. (a) the name of the flight instructor;
2. (b) the permit or licence number, the ratings endorsed therein and their valid to dates as applicable;
(amended 2006/12/14)
3. (c) the date on which the next medical examination is due; and
(amended 2006/12/14)
4. (d) the dates on which the person, while in the flight training unit's employ, successfully completed any training, flight test or examination required under Subpart 406, or obtained any qualification required under Subpart 406; and information relating to any failure of the person, while in the flight training unit's employ, to successfully complete any training, flight test, or examination required under Subpart 406, or to obtain any qualification required under Subpart 406.
(amended 2006/12/14; no previous version)

3. **(3)** An individual record for other operational personnel, shall contain the following:
(amended 2006/12/14; no previous version)

1. (a) the name of the operational personnel;
(amended 2006/12/14; no previous version)
2. (b) the permit or licence number, the ratings endorsed therein and their valid to dates as applicable;
(amended 2006/12/14; no previous version)
3. (c) the date on which the next medical examination is due, if applicable; and
(amended 2006/12/14; no previous version)
4. (d) the dates on which the person, while in the flight training unit's employ, successfully completed any training, flight test or examination required under Subpart 406, or obtained any qualification required under Subpart 406; and information relating to any failure of the person, while in the flight training unit's employ, to successfully complete any training, flight test, or examination required under Subpart 406, or to obtain any qualification required under Subpart 406.
(amended 2006/12/14; no previous version)

DIVISION IV - AIRCRAFT

426.36 Person Responsible for Maintenance Control System

Information Notes:

1. (i) *Unless otherwise explicitly indicated, nothing in the regulations, or this standard, requires the flight training unit to adopt the titles of the approved manuals, positions and programs used in the regulatory documents. The designations expressed are meant to facilitate the drafting of the applicable regulations and standards. Approved organizations are free to use any designation they wish, provided the pertinent regulations and standards are complied with.*
(modified 2005/05/31)
2. (ii) *The person responsible for the maintenance control system appointed pursuant to paragraph 406.19(1)(a) should be a member of the flight training unit staff. This is to ensure that the person appointed is free of any conflict of interest, and is primarily responsible to the flight training unit in regard to any dealings with the maintenance organization. Employees of a contracting maintenance organization therefore, do not qualify for this position. The requirement is not intended to imply that the person appointed must be a full time employee. Persons may be appointed on a part time basis, provided they are available for such periods as are necessary to effectively control the maintenance system, having regard to the type and frequency of flight operations.*
(modified 2005/05/31)
1. **(1)** An applicant for the "Person Responsible for the Maintenance Control System" position within a flight training unit shall demonstrate, during an interview conducted by Transport Canada regional personnel, that he or she is knowledgeable in respect of the flight training unit's policies approved by the Minister, and the topics listed below:
(modified 2005/05/31)
 1. (a) duties and responsibilities of the appointed position;
 2. (b) duties of persons who have been assigned functional responsibilities;
 3. (c) responsibilities of the flight training unit in relation to those of the AMO;
 4. (d) identification of acceptable reference data recognized by the aviation industry for maintenance schedules;
 5. (e) use of fleet sampling techniques;
 6. (f) control of repetitive inspections;
 7. (g) reliability program;
 8. (h) types and methods of control of mandatory maintenance tasks;
 9. (i) defect control;
 - 10.(j) technical dispatch procedures;
 - 11.(k) maintenance release requirements;
 - 12.(l) control of elementary work and servicing;

13.(m) responsibility for record keeping; and

14.(n) the function of quality assurance.

2. **(2)** The interview is designed to establish the applicant's knowledge. Questions and responses will be recorded.

(modified 2005/05/31)

426.37 Maintenance Personnel and Facilities

1. **(1)** There shall be sufficient staff for:

1. (a) the initial development of the maintenance schedule as required by Section 605.86 - Maintenance Schedule;
2. (b) the scheduling and performance of maintenance, elementary work and servicing within the time constraints specified in the approved maintenance schedule;
3. (c) the scheduling of the accomplishment of applicable Airworthiness Directives;
4. (d) the operation of the evaluation program required by Section 406.47;
5. (e) the proper dispatch of aircraft in regard to:
 1. (i) the availability of spare parts and the control of defects,
 2. (ii) the conformity of aircraft with their type design, and
 3. (iii) the requirements of other applicable operating rules;
6. (f) the management of issuance of authorizations to personnel who are assigned to perform elementary work and servicing;
7. (g) the liaison with approved maintenance organizations for the performance of maintenance; and
8. (h) the initial development and the updating of the maintenance control manual.

2. **(2)** There shall be facilities, technical and regulatory data, supplies and spare parts, which shall include:

1. (a) a place of business, with a fixed address;
2. (b) a means of communication, such as telephone, facsimile machine, Telex, etc.;
3. (c) devices used to establish when a particular aircraft requires maintenance, which may include planning bulletin boards, card files, or a computer system;
4. (d) where the flight training unit performs elementary work or servicing, equipment and tools necessary to comply with Section 571.02;- Maintenance Performance Rules;
5. (e) sufficient supplies and spare parts to ensure timely rectification of defects in regard to MEL provisions; and

6. (f) a secure, dry storage area to retain aircraft technical records.

426.38 Maintenance Control Manual

Except where otherwise incorporated by reference pursuant to CAR 406.38(2), the maintenance control manual of a flight training unit shall include the following information:

(amended 1998/09/01)

1. (a) a Table of Contents;
 2. (b) an amendment control page;
 3. (c) a List of Effective Pages, with each page numbered and dated;
 4. (d) the legal name, trade name and address of the flight training unit;
 5. (e) the location of the main base and any satellite base;
 6. (f) the category, class, type and number of aircraft operated;
 7. (g) a statement signed by the flight training unit confirming that the maintenance control manual and any incorporated documents identified therein, reflect the flight training unit's means of compliance with Section 406.35;
 8. (h) details of any assignment of maintenance control functions for specific maintenance control activities, pursuant to subsection 406.36(3) that includes:
 1. (i) the name and title of the person to whom the function has been assigned,
 2. (ii) a description of the function that has been assigned,
 3. (iii) where necessary to ensure comprehension, a chart depicting the distribution of the functions;
 9. (i) a description of the maintenance control manual amendment control procedure that includes:
 1. (i) a means of identifying each page of the MCM, with each page numbered and either dated or marked with a revision number, and
 2. (ii) a List of Effective Pages;
 - 10.(j) a description of the system used to distribute the manual, including the name or title of each person who holds a copy of the manual, to ensure compliance with paragraph 406.38(1)(c);
 - 11.(k) details of the incorporation by reference of detailed procedures manuals, pursuant to subsection 406.38(2), that include policy affecting the detailed procedures;
 - 12.(l) a description of the procedures used to ensure that regulatory information and technical data appropriate for the work performed are used in respect of maintenance or elementary work, as required by CAR 571.02 - Maintenance Performance Rules;
- (amended 1998/09/01)

- 13.(m) details of the methods used to record the maintenance, elementary work or servicing performed, and ensure that any defects are recorded in the technical record established pursuant to Section 605.92 - Requirement to Keep Technical Records;
- 14.(n) where the organization performs maintenance or elementary work and uses methods, techniques, practices, parts, materials, tools, equipment and test apparatus that are other than those recommended by the manufacturer, pursuant to Section 571.02 - Maintenance Performance Rules, the identification of those items;
- 15.(o) the identification of any maintenance schedule approved pursuant to CAR 605.86 - Maintenance Schedule, in respect of any of the flight training unit's aircraft;
(amended 1998/09/01)
- 16.(p) a detailed description of the procedure used to ensure that any maintenance tasks required by the maintenance schedule, an airworthiness directive, or any task required for the rectification of a defect is completed within the constraints specified in in CAR 605 - Aircraft Maintenance Requirements;
(amended 1998/09/01)
- 17.(q) details of procedures governing maintenance arrangements, that include procedures for approval of maintenance conducted by:
1. (i) an AMO that is the flight training unit,
 2. (ii) an AMO that is not the flight training unit,
 3. (iii) a person or an organization outside of Canada that does not hold an AMO certificate, or
 4. (iv) any other person or organization;
- 18.(r) a list of all approved maintenance arrangements;
- 19.(s) a description of procedures to ensure that only parts and materials that meet the requirements of CAR 571 - Aircraft Maintenance Requirements are used in the performance of maintenance or elementary work, including any details respecting part pooling arrangements that have been entered into;
(amended 1998/09/01)
- 20.(t) a description of the methods used to ensure that the persons authorized to perform elementary work or servicing are trained as required by Section 406.45 and qualified in accordance with the requirements of Section 406.43 and Section 406.44;
- 21.(u) a description of the procedure used to ensure that the empty weight and balance of an aircraft is recorded in accordance with the requirements of Section 571.03 - Recording of Maintenance and Elementary Work or Section 605.92 - Requirement to Keep Technical Records;

- 22.(v) a description of technical dispatch procedures;
- 23.(w) a description of defect recording, rectification and control procedures;
(amended 1998/09/01)
- 24.(x) a description of service difficulty reporting procedures; and
- 25.(y) a description of the evaluation program.

426.39 Maintenance Arrangements

The authorization for the performance of maintenance outside of Canada by a person or organization that does not hold an AMO certificate will be granted by issuance of a Maintenance Specification where the maintenance arrangement includes details of:

- 1. (a) the relevant portions of the MCM that shall be provided to the person or organization;
- 2. (b) the maintenance to be performed; and
- 3. (c) the records to be kept by the person performing the maintenance.

426.41 Defect Recording, Rectification and Control Procedures

(amended 1998/09/01)

- 1. **(1)** The defect recording system shall include a method to highlight defects that recur, so that they are readily identifiable by flight crews and the maintenance organization at all bases where the aircraft is operated.
- 2. **(2)** The defect control system shall ensure that the rectification of a defect identified as a recurring defect will take into account the methodology used in previous repair attempts.
- 3. **(3)** For the purpose of these standards, defects are recurring defects where a failure mode is repeated three times, on a particular aircraft, within 15 flight segments of a previous repair made in respect of that failure mode.

426.45 Training Program

- 1. **(1)** The training program required by section 406.45 of the CARs shall ensure that personnel trained are familiar with the regulations, standards, flight training unit procedures and human factors issues related to the work for which they are responsible.
(amended 2002/09/01)
- 2. **(2)** The training program shall include:
(amended 2002/09/01)
 - 1. (a) initial training to ensure that persons performing elementary work or servicing are aware of the pertinent regulations, standards and flight training unit procedures associated with that work;
(amended 2002/09/01)

2. (b) update training to ensure that personnel remain competent and are made aware of any changes to the pertinent regulations, standards and flight training unit procedures;
(amended 2002/09/01)
 3. (c) additional training where it is shown to be necessary by a finding made under the evaluation program maintained under section 406.47 of the CARs; and
(amended 2002/09/01)
 4. (d) procedures to ensure staff are kept aware of maintenance safety related issues in general, by means of bulletin boards, information notices, company publications, verbal briefings, or by similar means.
(amended 2002/09/01; no previous version)
3. **(3)** Human factors training shall include instruction in:
(amended 2002/09/01; no previous version)
1. (a) human performance;
(amended 2002/09/01; no previous version)
 2. (b) factors influencing human error including:
(amended 2002/09/01; no previous version)
 1. (i) fatigue;
 2. (ii) stress;
 3. (iii) assertiveness;
 4. (iv) awareness;
 5. (v) resources;
 6. (vi) knowledge;
 7. (vii) teamwork;
 8. (viii) norms (commonly accepted standards and procedures);
 9. (ix) complacency;
 - 10.(x) pressure;
 - 11.(xi) distraction; and
 - 12.(xii) communication;
 3. (c) error management, including error prevention and error containment.
(amended 2002/09/01; no previous version)
4. **(4)** The training on the regulations shall ensure, as a minimum, that personnel are aware of their responsibilities with regard to the performance rules of section 571.02 of the CARs, as well as the technical record requirements of section 571.03 and Division IV of Subpart 605 of the

CARs.

(amended 2002/09/01; no previous version)

5. **(5)** The training applicable to servicing may be limited to the procedures contained in the manufacturer's maintenance publications, servicing manuals, and similar documents. Where the standards used are not those specified by the manufacturer, they shall be listed in the MCM as required by section 406.38 of the CARs.

(amended 2002/09/01)

Information Notes:

(amended 2002/09/01; no previous version)

1. *(i) It is advisable that the flight training unit also incorporate any applicable training requirements stemming from other national or provincial codes, affecting the handling of fuels and other dangerous goods, etc.*
 2. *(ii) For administrative reasons, a flight training unit can establish many company procedures related to maintenance. The intent of the training requirements under this section is to address only those company procedures established in respect of the Canadian Aviation Regulations. Where flight crewmembers are appropriately trained, they may, where applicable, perform procedures identified as (M) items in the MEL, so long as the work does not constitute maintenance within the meaning of subsection 101.01(1) of the CARs, e.g. there is no disassembly and subsequent re-assembly of components that would require a maintenance release.*
6. **(6)** Until such time as it is revised through an assessment made in respect of the evaluation program, the initial cycle for update training shall not exceed three years.
(amended 2002/09/01; no previous version)
 7. **(7)** Where a flight training unit also holds an AMO certificate issued pursuant to section 573.02 of the CARs, the training required by section 406.45 of the CARs may be managed by means of its AMO training program provided that:
(amended 2002/09/01)
 1. (a) there is mention made to that effect in the MCM; and
 2. (b) all the requirements specified in this section are covered in its AMO manual approved pursuant to section 573.10 of the CARs.

426.46 Maintenance Personnel Records

A record of maintenance personnel for a flight training unit shall contain the following information:

1. (a) all appointments, and personnel qualifications in respect of such appointments, made pursuant to paragraph 406.36(1)(a);
2. (b) all authorisations to perform elementary work made pursuant to CAR 406.43; and
(amended 1998/09/01)

3. (c) all training conducted pursuant to CAR 406.45.
(amended 1998/09/01)

426.47 Quality Assurance Program

(modified 2005/05/31)

Information Note:

The Quality Assurance Program (hereinafter the program) established under section 406.47 of the Canadian Aviation Regulations (CARs) is not intended to be based solely on a system of end product inspection, but rather upon periodic verifications of all aspects of the systems and practices used for the control of maintenance. The program should provide an unbiased picture of the flight training unit's performance, to verify that activities comply with the MCM and confirm that the systems and procedures, described in the MCM, remain effective.

(modified 2005/05/31)

1. **(1)** The program shall, as a minimum, cover all functions defined within the MCM and include all elements necessary to ensure effectiveness, quality and safety. It shall confirm that the flight training unit is in compliance with the applicable regulations and with the MCM by addressing operational and environmental conditions, organizational structure, record keeping systems, etc. and ensure that all referenced procedures remain applicable and effective.

(modified 2005/05/31)

2. **(2)** The audits referred to in paragraphs 406.47(3)(a) and (b) of the CARs may be conducted on a progressive or segmented basis, provided that the entire organization is audited within the applicable interval.

(modified 2005/05/31)

Information Note:

A proportion of random audits should be carried out while activities covered by the MCM and maintenance schedules are in progress, including work being performed at night time.

(modified 2005/05/31)

3. **(3)** Activities related to the program may be performed by employees of the FTU or by external agents. Persons may be assigned responsibility for other duties, in addition to those related to the program, provided that the program responsibilities take precedence over all other responsibilities.

(modified 2005/05/31)

DIVISION V - FLIGHT TRAINING OPERATIONS

426.50 Operational Control System

(amended 2006/12/14; no previous version)

An operational control system shall include the following:

(amended 2006/12/14; no previous version)

1. (a) flight following procedures;
(amended 2006/12/14; no previous version)
2. (b) standards of training and qualifications for the individual performing flight following;
(amended 2006/12/14; no previous version)
3. (c) flight authorization and flight preparation procedures;
(amended 2006/12/14; no previous version)
4. (d) procedures to ensure that the pilot-in-command is advised, prior to dispatch, of any aeroplane defects that have been deferred;
(amended 2006/12/14; no previous version)
5. (e) dissemination procedures for operational information and acknowledgement;
(amended 2006/12/14; no previous version)
6. (f) fuel and oil requirements;
(amended 2006/12/14; no previous version)
7. (g) weight and balance system;
(amended 2006/12/14; no previous version)
8. (h) accident or incident reporting procedures;
(amended 2006/12/14; no previous version)
9. (i) procedures that will provide for the monitoring of a flight's progress and the notification of the flight training operator and search-and-rescue authorities if the flight is overdue or missing;
(amended 2006/12/14; no previous version)
- 10.(j) use of checklists;
(amended 2006/12/14; no previous version)
- 11.(k) maintenance discrepancy reporting and requirements of completion of flight;
(amended 2006/12/14; no previous version)
- 12.(l) current information on the location of the operator's aeroplanes maintained at the main base of operations, the sub-base or the satellite base, as appropriate;
(amended 2006/12/14; no previous version)
- 13.(m) each aeroplane shall be equipped with serviceable and functioning communications equipment that permits the pilot-in-command to communicate with a ground radio station for the purpose of flight following;
(amended 2006/12/14; no previous version)
- 14.(n) a person, qualified and knowledgeable in the operator's flight following procedures on duty or available when training flights are in progress;
(amended 2006/12/14; no previous version)
- 15.(o) each training flight conducted as authorized and acknowledged in the daily flight record;

and

(amended 2006/12/14; no previous version)

16.(p) pilot-in-command responsibility for flight watch, supported by a flight training unit operator flight following system.

(amended 2006/12/14; no previous version)

426.52 *Facilities at Base of Operations*

1. **(1)** Subject to subsection (2), a flight training unit that operates an aeroplane or helicopter shall have at a base of operations:

1. (a) a means of communication with the nearest flight service station;
2. (b) continuous use of instructional facilities consisting of adequate classrooms or other suitable spaces which can be used for ground school instruction and preparatory ground instruction, equipped with training aids appropriate to the authorized training;
3. (c) continuous use of operational dispatch facilities including suitable spaces for:
 1. (i) flight planning,
 2. (ii) pre-flight briefing, and
 3. (iii) post-flight debriefing of trainees.

2. **(2)** For a satellite base of operations, the facilities outlined in paragraph (1)(b) and (c) may be located within a reasonable distance of the satellite base.

426.56 *Daily Flight Record*

A daily flight record shall include the following information:

1. (a) date;
2. (b) aircraft registration;
3. (c) pilot-in-command;
4. (d) trainee;
5. (e) exercise or lesson plan to be conducted;
6. (f) flight instructor's authorization;
7. (g) trainee's acknowledgement;
8. (h) time up;
9. (i) time down;
- 10.(j) air time; and
- 11.(k) flight time.

426.61 Requirements for a Flight Training Operations Manual

(amended 2006/12/14; no previous version)

1. **(1)** A flight training operations manual shall be such that:
(amended 2006/12/14; no previous version)
 1. (a) all parts of the manual are consistent and compatible in form and content;
(amended 2006/12/14; no previous version)
 2. (b) the manual can be readily amended;
(amended 2006/12/14; no previous version)
 3. (c) the manual contains an amendment control page and a list of the pages that are in effect; and
(amended 2006/12/14; no previous version)
 4. (d) the manual has the date of the last amendment to each page specified on that page.
(amended 2006/12/14; no previous version)
2. **(2)** The flight training operations manual shall contain at least the following, as applicable to the operation:
 1. (a) a preamble relating to use and authority of manual;
(amended 2006/12/14; no previous version)
 2. (b) a table of contents;
(amended 2006/12/14; no previous version)
 3. (c) amending procedures, an amendment record sheet, distribution list and list of effective pages;
(amended 2006/12/14; no previous version)
 4. (d) a copy of the Flight Training Unit Operator Certificate and operations specifications;
(amended 2006/12/14; no previous version)
 5. (e) a chart of the management organization;
(amended 2006/12/14; no previous version)
 6. (f) the qualifications, responsibilities and succession of command of management and operations personnel and persons authorized by the CFI;
(amended 2006/12/14; no previous version)
 7. (g) a description of the operational control system in accordance with section 426.50 of the *Canadian Aviation Regulations*;
(amended 2006/12/14; no previous version)
 8. (h) a sample of a navigation log, weight and balance form and Instructor's Training Record While Under Direct Supervision form;
(amended 2006/12/14; no previous version)

9. (i) the minimum weather conditions required for dual and solo training flights during day, night, VFR and IFR operations including:
(amended 2006/12/14; no previous version)
1. (i) minimum ceiling and visibility for local and cross-country training flights;
 2. (ii) maximum cross-wind for conducting a take-off and landing; and
 3. (iii) minimum temperature for flight training operations;
- 10.(j) minimum operating altitude for all cross-country training flights;
(amended 2006/12/14; no previous version)
- 11.(k) operations in hazardous conditions such as icing, thunderstorms, white out, windshear;
(amended 2006/12/14; no previous version)
- 12.(l) aeroplane performance limitations, such as operations from unprepared surfaces;
(amended 2006/12/14; no previous version)
- 13.(m) securing of cargo;
(amended 2006/12/14; no previous version)
- 14.(n) passenger briefing procedures;
(amended 2006/12/14; no previous version)
- 15.(o) use of aircraft flight manual, pilot operating handbook;
(amended 2006/12/14; no previous version)
- 16.(p) procedures unique to the operation of a seaplane, where applicable;
(amended 2006/12/14; no previous version)
- 17.(q) aeroplane ice, frost and snow critical surface contamination procedures;
(amended 2006/12/14; no previous version)
- 18.(r) procedures for carriage of dangerous goods;
(amended 2006/12/14; no previous version)
- 19.(s) fuelling procedures including:
(amended 2006/12/14; no previous version)
1. (i) fuel contamination precautions;
 2. (ii) bonding requirements; and
 3. (iii) fuelling with passengers on board;
- 20.(t) list of emergency survival equipment carried on the aeroplane, how to use equipment and periodic inspection requirements;
(amended 2006/12/14; no previous version)

21.(u) emergency procedures for:

(amended 2006/12/14; no previous version)

1. (i) emergency locator transmitter;
2. (ii) passenger preparation for emergency landing/ditching;
3. (iii) emergency evacuation; and
4. (iv) ground emergency coordination procedures;
5. (v) staff training programs including copy of company training and qualification record forms;

(amended 2006/12/14; no previous version)

22.(w) quality assurance program;

(amended 2006/12/14; no previous version)

23.(x) the system to be used for the supervision of all flight and ground instructors and, if applicable, dispatchers at the flight training unit, including company indoctrination training, review of the flight training operations manual, and flight planning, dispatch, and operating procedures; and

(amended 2006/12/14; no previous version)

24.(y) the system to be used for the direct supervision of Class 4 flight instructors, including the designation of a Class 1 or a Class 2 flight instructor to supervise a Class 4 flight instructor.

(amended 2006/12/14; no previous version)

426.62 *Training Manual*

(amended 2006/12/14; no previous version)

1. **(1)** A training manual shall be such that:

(amended 2006/12/14; no previous version)

1. (a) all parts of the manual are consistent and compatible in form and content;

(amended 2006/12/14; no previous version)

2. (b) the manual can be readily amended;

(amended 2006/12/14; no previous version)

3. (c) the manual contains an amendment control page and a list of the pages that are in effect; and

(amended 2006/12/14; no previous version)

4. (d) the manual has the date of the last amendment to each page specified on that page.

(amended 2006/12/14; no previous version)

2. **(2)** The training manual shall contain at least the following, as applicable to the operation:

(amended 2006/12/14; no previous version)

1. (a) the training plan;
(amended 2006/12/14; no previous version)
2. (b) the flight training syllabus;
(amended 2006/12/14; no previous version)
3. (c) synthetic flight training syllabus; and
(amended 2006/12/14; no previous version)
4. (d) the ground school instruction training syllabus.
(amended 2006/12/14; no previous version)

3. **(3)** The Training Plan shall contain at least the following:
(amended 2006/12/14; no previous version)

1. (a) the aim of the course in the form of a statement of what the trainee is expected to obtain as a result of the training, the level of performance, and the training constraints to be observed;
(amended 2006/12/14; no previous version)
2. (b) pre-entry requirements, including
(amended 2006/12/14; no previous version)
 1. (i) medical requirements,
 2. (ii) minimum age,
 3. (iii) level of education, and
 4. (iv) linguistic requirements;
3. (c) credits for previous experience, including recreational pilot permit and private pilot licence;
(amended 2006/12/14; no previous version)
4. (d) the general arrangements of the daily and weekly programs for flying, ground, and synthetic flight training, including bad weather programs;
(amended 2006/12/14; no previous version)
5. (e) course policies in terms of
(amended 2006/12/14; no previous version)
 1. (i) maximum student training times,
 2. (ii) restrictions in respect of training periods for trainees,
 3. (iii) duration of dual and solo flights at various stages,
 4. (iv) maximum trainee flying hours in any day or night period,

5. (v) maximum number of student training flights in any day or night period, and
6. (vi) minimum rest periods between training periods;
6. (f) policy for
(amended 2006/12/14; no previous version)
 1. (i) attendance records,
 2. (ii) the form of training records to be kept,
 3. (iii) persons responsible for checking records and students' personal logs,
 4. (iv) the nature and frequency of record checks,
 5. (v) standardization of entries in training records,
 6. (vi) personal log entries, and
 7. (vii) security of records and documents;
7. (g) policy for the conduct of flying progress checks, stage tests and experience, and for ground school progress tests, internal and external examinations, including
(amended 2006/12/14; no previous version)
 1. (i) procedures for authorization for a test,
 2. (ii) rules concerning refresher training before retest,
 3. (iii) test reports and records,
 4. (iv) procedures for examination preparation, type of question and assessment, and standard required for a pass,
 5. (v) procedure for question analysis and review and issuing replacement examinations, and
 6. (vi) examination re-write procedures; and
8. (h) policy regarding training effectiveness, including
(amended 2006/12/14; no previous version)
 1. (i) individual trainee responsibilities,
 2. (ii) identification of unsatisfactory progress,
 3. (iii) actions to correct unsatisfactory progress,
 4. (iv) procedure for changing instructors,
 5. (v) maximum number of instructor changes per trainee,
 6. (vi) the internal feedback system for detecting training deficiencies,
 7. (vii) procedures for suspending a trainee from training, for discipline, and

8. (viii) requirements for reporting and documentation.

4. **(4)** The flight training syllabus shall contain at least the following:

(amended 2006/12/14; no previous version)

1. (a) a detailed statement of all the dual and solo flight lessons to be taught, arranged in the sequence to be flown with main and sub-titles;
(amended 2006/12/14; no previous version)
2. (b) a flight lesson reference list in the form of an abbreviated list of the lessons in paragraph (4)(a), giving only main and sub-titles for quick reference, and including flight time for each lesson;
(amended 2006/12/14; no previous version)
3. (c) a statement of how the flight training program will be divided into phases, indicating how the flight lessons will be arranged to ensure completion in the most suitable learning sequence and that essential or emergency exercises are repeated at the proper frequency;
(amended 2006/12/14; no previous version)
4. (d) the syllabus hours for each phase and for groups of lessons within each phase including when progress tests are to be conducted;
(amended 2006/12/14; no previous version)
5. (e) the requirement for trainee progress, including a brief but specific statement of what trainees are expected to be able to do and the standard of proficiency they must achieve before progressing from one phase of training to the next, including minimum experience requirements in terms of hours and satisfactory exercise completion before undertaking significant lessons, such as night flying;
(amended 2006/12/14; no previous version)
6. (f) the Flight Training Unit requirements for instructional methods, particularly with respect to preparatory ground school instruction, pre-flight briefings, post-flight debriefings, adherence to syllabi and training specifications, and authorization of solo flights;
(amended 2006/12/14; no previous version)
7. (g) instructions given to flight instructors in respect of the conduct and documentation of all progress checks and stage tests;
(amended 2006/12/14; no previous version)
8. (h) copies of forms used for progress checks and stage tests.
(amended 2006/12/14; no previous version)

5. **(5)** The syllabus for synthetic flight training shall be structured as set out in subsection (4).

(amended 2006/12/14; no previous version)

6. **(6)** The syllabus for ground school instruction shall be structured as set out in subsection (4), but with a training specification and objectives for each subject. Individual lesson plans shall refer to specific training aids available for use.
(amended 2006/12/14; no previous version)

426.63 *Contents of Certificate of Enrolment*

(amended 2006/12/14; no previous version)

The certificate of enrolment provided to each trainee at the time of commencing an integrated course of pilot training shall include the following:

(amended 2006/12/14; no previous version)

1. *(a)* the name of the flight training unit;
(amended 2006/12/14; no previous version)
2. *(b)* the name of the trainee to whom it was issued:
(amended 2006/12/14; no previous version)
3. *(c)* the date of enrolment; and
(amended 2006/12/14; no previous version)
4. *(d)* the name of the course of training for which it was issued.
(amended 2006/12/14; no previous version)

426.64 *Contents of Course Completion Certificate*

(amended 2006/12/14; no previous version)

The course completion certificate shall contain at least the following:

(amended 2006/12/14; no previous version)

1. *(a)* the name of the flight training unit and the flight training unit operator certificate number of the school;
(amended 2006/12/14; no previous version)
2. *(b)* the name and Transport Canada file number of the graduate to whom it was issued;
(amended 2006/12/14; no previous version)
3. *(c)* the course for which it was issued;
(amended 2006/12/14; no previous version)
4. *(d)* the date of course completion;
(amended 2006/12/14; no previous version)
5. *(e)* a written statement that the trainee has successfully completed each required stage of the approved course including the tests for those stages; and
(amended 2006/12/14; no previous version)
6. *(f)* the signature of the Chief Flight Instructor certifying the statement in paragraph 426.64(e) of the *Canadian Aviation Regulations*.

(amended 2006/12/14; no previous version)

DIVISION VIII - INTEGRATED COURSE

(amended 2006/12/14; no previous version)

426.75 Requirements

(amended 2006/12/14; no previous version)

Commercial Pilot Licence — Aeroplane (CPL(A)) Integrated Course

(amended 2006/12/14; no previous version)

NOTE:

The aim of the Commercial Pilot Licence — Aeroplane (CPL(A)) integrated course is to train pilots to the level of proficiency necessary for the issuance of a Commercial Pilot Licence—Aeroplane, and any further aerial work training the operator may offer, excluding flight instructor training and instrument rating instruction.

(amended 2006/12/14; no previous version)

1. **(1)** Each Commercial Pilot Licence — Aeroplane (CPL(A)) integrated course shall last for between 9 and 24 months from the date of enrolment and include at least the following:

(amended 2006/12/14; no previous version)

1. (a) clear phases of training ;

(amended 2006/12/14; no previous version)

2. (b) 300 hours of ground school instruction, of which a minimum of 50% shall be classroom based, in the subjects listed in subsection 421.30(3) of the *Canadian Aviation Regulations*;

(amended 2006/12/14; no previous version)

NOTES:

1. (1) *An acceptable means of compliance would be phases leading to the following events: first solo flight, first solo cross-country flight, VFR navigation progress test, and commercial pilot licence flight test.*

(amended 2006/12/14; no previous version)

2. (2) *Specific guidance on the subjects is given in TP12881E, Study and Reference Guide, Commercial Pilot Licence- Aeroplane.*

(amended 2006/12/14; no previous version)

3. (c) successful completion of the knowledge requirements for the Private Pilot Licence—Aeroplane and the Commercial Pilot Licence—Aeroplane;

(amended 2006/12/14; no previous version)

4. (d) 150 hours flight time of which up to 10 hours may be instrument ground time, consisting of at least:

(amended 2006/12/14; no previous version)

1. (i) 80 hours of dual instruction flight time conducted by the holder of a flight instructor rating, of which up to 10 hours may be instrument ground time;
2. (ii) 70 hours pilot-in-command flight time supervised by the holder of a flight instructor rating;
3. (iii) 30 hours cross-country flight time as pilot-in-command, including a VFR cross-country flight to a point of a minimum of 300 nautical mile radius from the point of departure and including 3 landings at points other than that of departure;
4. (iv) 10 hours of night flight time including a minimum of 5 hours dual instruction flight time, including 2 hours of cross-country flight time and 5 hours solo flight time, including 10 take-offs, circuits and landings;
5. (v) 20 hours of dual instruction instrument flight time of which a maximum 10 hours may be conducted on an approved aeroplane simulator or flight training device; and
6. (vi) 5 hours flight time on complex or technically advanced aeroplanes; and

NOTE:

A technically advanced aeroplane means an aeroplane that combines most or all of the following design features: advanced cockpit automation system (glass cockpit), GPS with moving map, automated engine and systems management, and integrated autoflight/autopilot systems for IFR/VFR flight operations.

(amended 2006/12/14; no previous version)

5. (e) successful completion of the flight tests for the Private Pilot Licence — Aeroplane and the Commercial Pilot Licence — Aeroplane.
(amended 2006/12/14; no previous version)

2. (2) An applicant may be admitted to training either directly without previous experience or as the holder of a Private Pilot Licence — Aeroplane or a Pilot Permit — Recreational — Aeroplane in accordance with the following:
(amended 2006/12/14; no previous version)

1. (a) In the case of a Private Pilot Licence — Aeroplane applicant, the hours flown by the applicant prior to the course may be credited towards the course flight time requirement up to a credit of a maximum of 30 hours flying experience, of which 20 hours may be dual instruction flight time;
(amended 2006/12/14; no previous version)
2. (b) In the case of a Pilot Permit — Recreational — Aeroplane applicant, the hours flown by the applicant prior to the course may be credited towards the course flight time requirement up to a credit of a maximum of 15 hours flying experience, of which 10

hours may be dual instruction flight time.
(amended 2006/12/14; no previous version)

Commercial Pilot Licence—Aeroplane/ Instrument Rating (CPL(A)/IR) Integrated Course

(amended 2006/12/14; no previous version)

NOTE:

The aim of the Commercial Pilot Licence — Aeroplane/Instrument Rating (CPL(A)/IR) integrated course is to train pilots to the level of proficiency necessary for the issuance of a Commercial Pilot Licence— Aeroplane, and to obtain a multi-engine class rating and Group 1 instrument rating and any further aerial work training the operator may offer, excluding flight instructor training, to operate single pilot multi-engine aeroplanes in commercial air services.

(amended 2006/12/14; no previous version)

3. **(3)** Each Commercial Pilot Licence — Aeroplane/Instrument Rating (CPL(A)/IR) integrated course shall last for between 9 and 36 months from the date of enrolment and include at least the following:

(amended 2006/12/14; no previous version)

1. (a) clear phases of training;
(amended 2006/12/14; no previous version)
2. (b) 400 hours of ground school instruction, of which a minimum of 50% shall be classroom based, in the subjects listed in subsection 421.30(3) and paragraph 421.46(2) (a) of the *Canadian Aviation Regulations* and the subjects related to multi-engine IFR operations;
(amended 2006/12/14; no previous version)

NOTES:

1. **(1)** An acceptable means of compliance would be phases leading to the following events: first solo flight, first solo cross-country flight, VFR navigation progress test, commercial pilot licence flight test and Group 1 instrument rating flight test.
(amended 2006/12/14; no previous version)
2. **(2)** *Specific guidance on the subjects is given in TP 12881E, Study and Reference Guide, Commercial Pilot Licence - Aeroplane; TP 691E, Study and Reference Guide, Instrument Rating; the definitions, common terms, and ground school instruction subjects listed in TP11575E, Instructor Guide, Multi-Engine Class Rating; and the background knowledge listed in TP 12878E , Instructor Guide - GPS.*
(amended 2006/12/14; no previous version)

3. (c) successful completion of the knowledge requirements for the Private Pilot Licence — Aeroplane, the Commercial Pilot Licence — Aeroplane and the instrument rating;
(amended 2006/12/14; no previous version)
4. (d) 190 hours flight time, including all flight tests, of which up to 40 hours may be instrument ground time consisting of at least:
(amended 2006/12/14; no previous version)
 1. (i) 100 hours of dual instruction flight time conducted by the holder of a flight instructor rating, of which up to 40 hours may be instrument ground time;
 2. (ii) 90 hours pilot-in-command flight time supervised by the holder of a flight instructor rating;
 3. (iii) 50 hours cross-country flight time as pilot-in-command, including a VFR cross-country flight to a point of a minimum of 300 nautical mile radius from the point of departure and including 3 landings at points other than that of departure;
 4. (iv) 10 hours of night flight time including a minimum of 5 hours dual instruction flight time, including 2 hours of cross-country flight time and 5 hours solo flight time, including 10 take-offs, circuits and landings;
 5. (v) 60 hours of instrument flight time, of which up to 30 hours may be instrument ground time, or up to 40 hours if the training is conducted in a simulator or flight training device that can be used for an instrument rating renewal flight test, including
 1. (A) 40 hours of dual instruction instrument flight time conducted by the holder of a flight instructor rating; and
 2. (B) one dual cross-country flight under simulated or actual IMC conditions of a minimum of 100 nautical miles, the flight to be conducted in accordance with an IFR flight plan to include, at two different locations, an instrument approach to minima; and
 6. (vi) 5 hours flight time on complex or technically advanced aeroplanes.

NOTE:

A technically advanced aeroplane means an aeroplane that combines most or all of the following design features: advanced cockpit automation system (glass cockpit), GPS with moving map, automated engine and systems management, and integrated autoflight/autopilot systems for IFR/VFR flight operations.
(amended 2006/12/14; no previous version)

5. (e) successful completion of the flight tests for the Private Pilot Licence — Aeroplane, the Commercial Pilot Licence — Aeroplane, the multi-engine class rating and the Group 1 Instrument Rating.

(amended 2006/12/14; no previous version)

4. **(4)** An applicant may be admitted to training either directly without previous experience or as the holder of a Private Pilot Licence — Aeroplane or a Pilot Permit — Recreational — Aeroplane in accordance with the following:

(amended 2006/12/14; no previous version)

1. (a) In the case of a Private Pilot Licence — Aeroplane applicant, the hours flown by the applicant prior to the course may be credited towards the course flight time requirement up to a credit of a maximum of 30 hours flying experience, of which 20 hours may be dual instruction flight time.

(amended 2006/12/14; no previous version)

2. (b) In the case of a Pilot Permit — Recreational — Aeroplane applicant, the hours flown by the applicant prior to the course may be credited towards the course flight time requirement up to a credit of a maximum of 15 hours flying experience, of which 10 hours may be dual instruction flight time.

(amended 2006/12/14; no previous version)

Airline Transport Pilot Licence — ATP(A) Integrated Course

(amended 2006/12/14; no previous version)

NOTE:

The aim of the Airline Transport Pilot (ATP(A)) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-crew, multi-engine aeroplanes in commercial air transportation and to obtain the commercial pilot licence — aeroplane, the multi-engine class rating and the Group 1 instrument rating (CPL(A)/IR).

(amended 2006/12/14; no previous version)

5. **(5)** Each Airline Transport Pilot (ATP(A)) integrated course shall last for between 12 and 36 months from the date of enrolment and include at least the following:

(amended 2006/12/14; no previous version)

1. (a) clear phases of training;

(amended 2006/12/14; no previous version)

2. (b) 750 hours of ground school instruction, of which a minimum of 500 hours shall be classroom based, in the subjects required for the CPL(A)/IR course and the subjects listed in subsection 421.34(3) of the *Canadian Aviation Regulations*;

(amended 2006/12/14; no previous version)

NOTES:

1. (1) An acceptable means of compliance would be phases leading to the following events: first solo flight, first solo cross-country flight, VFR navigation progress

test, commercial pilot licence flight test, multi-engine flight test, Group 1 instrument rating flight test, and multi-crew cooperation training completion.
(amended 2006/12/14; no previous version)

2. (2) *Specific guidance on the ATP subjects is given in TP 690E, Study and Reference Guide, Airline Transport Pilot Licence, Aeroplane.*
(amended 2006/12/14; no previous version)

3. (c) successful completion of the knowledge requirements for the Private Pilot Licence — Aeroplane, the Commercial Pilot Licence — Aeroplane and the instrument rating;
(amended 2006/12/14; no previous version)

4. (d) 205 hours flight time, including all flight tests, of which up to 55 hours may be instrument ground time consisting of at least:
(amended 2006/12/14; no previous version)

1. (i) 105 hours of dual instruction flight time conducted by the holder of a flight instructor rating, of which up to 55 hours may be instrument ground time;
2. (ii) 100 hours pilot-in-command flight time supervised by the holder of a flight instructor rating;
3. (iii) 50 hours cross-country flight time as pilot-in-command, including a VFR cross-country flight to a point of a minimum of 300 nautical mile radius from the point of departure and including 3 landings at points other than that of departure;
4. (iv) 10 hours of night flight time including a minimum of 5 hours dual instruction flight time, including 2 hours of cross-country flight time and 5 hours solo flight time, including 10 take-offs, circuits and landings;
5. (v) 75 hours of instrument flight time, of which up to 30 hours may be instrument ground time, or up to 55 hours if the training is conducted in a simulator or flight training device that can be used for an instrument rating renewal flight test, including:

1. (A) 60 hours of instrument flight time as in subparagraph (3)(d)(v); and
2. (B) 15 hours multi-crew cooperation (MCC) training, for which either a multi-engine aeroplane required to be operated with a co-pilot or a flight simulator or flight training device suitable for multi-crew training may be used; and

5. (e) successful completion of the flight tests for the Private Pilot Licence — Aeroplane, the Commercial Pilot Licence — Aeroplane, the multi-engine class rating and the Group 1 Instrument Rating.
(amended 2006/12/14; no previous version)

6. (6) An applicant may be admitted to training either directly without previous experience or as

the holder of a Private Pilot Licence — Aeroplane.
(amended 2006/12/14; no previous version)

7. (7) An applicant admitted to training under (2) may be credited towards the course flight time requirement up to a credit of a maximum of 30 hours flying experience, of which 20 hours may be dual instruction flight time.
(amended 2006/12/14; no previous version)

426.76 *Equivalency*

(amended 2006/12/14; no previous version)

The equivalent to a secondary school diploma shall be an equivalency acceptable to a province or territory.

(amended 2006/12/14; no previous version)

NOTE:

A common system for establishing equivalency is the General Educational Development Testing Service.

(amended 2006/12/14; no previous version)