



PRINCIPAL AIR LTD

FLIGHT TRAINING / CHARTER

**Unit D 30460 Liberator Ave.
Abbotsford International Airport V2T 6H5
604-850-0290
www.principalair.ca**

Recreational Pilot Permit Outline

Welcome to Principal Air and congratulations on taking the first step towards an exciting lifestyle.

Learning to become a pilot is an exciting process. Now that you have decided to take the first step into aviation, this package will give you some information on our personalized Recreational Pilot Permit program.

A Recreational Pilot Permit will allow you to fly a single engine aircraft with no more than four seats in Canadian air space during the day under “visual flight rules” and allow you to carry one passenger. You will be able to enjoy recreational flying at its best.

This information package is intended to give you an idea of how your training will be carried out. Keep in mind that our programs are flexible and will change to meet the needs of each individual student. If you fly regularly and study the required readings between each lesson, you will advance at a satisfying and rewarding pace.



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RECREATIONAL PILOT PERMIT

REQUIREMENTS TO RECEIVE LICENSE

Minimum Age: 16 years
Medical Required: Class 4 (Self Declaration)
Examinations to obtain STUDENT PILOT PERMIT and RADIO LICENSE
(conducted in our school)

COURSE DESCRIPTION

Transport Canada requires:

Minimum Flight Time:	25 hours including the following:
Dual Flying (with instructor)	15 hours
Cross Country (Dual)	2 hours (with a flight of two legs a minimum of 30 minutes each)
Solo Flying	5 hours

EXAMINATIONS AND FLIGHT TEST

Written Examination: Transport Canada's written examination, RPPAE, may be taken in house. A minimum of 60% in each of four areas – air law, navigation, meteorology, aeronautics/general knowledge – is required. PRINCIPAL AIR recommends a minimum of 20 hours ground school before attempting the exam.

Flight Test: Flight Tests are conducted at Abbotsford by Transport Canada approved examiners.

PRIVILEGES OF PERMIT HOLDER

The Recreational Pilot Permit is for persons who wish to fly as a hobby. The Recreational Pilot Permit allows a holder to fly day VFR in Canadian airspace. The holder may act as Pilot in Command (PIC) of a four-seat, single-engine aircraft or ultra-light aircraft, but is limited to one passenger.

Flight Training and Experience For a Recreational Pilot Permit:

Typically each student will undertake approximately 25-35 hours of Dual flight instruction and 5 to 10 hours of Solo flight.

The flight training format is as follows:

Training Modules	Flight Exercises	Approximate Flt Hrs
Introductory Flights	<p>Ex. 1 – 9 Attitudes & Movements, Straight & Level, Climbs, Descents, Turns</p> <p>During the initial phase of flight training, you will be introduced to the aircraft and the world of flight. Under the supervision of your instructor, you will learn to perform basic manoeuvres and will develop a level of comfort with the machine in a variety of situations. Gaining familiarity with the local area from the air will be an important and enjoyable aspect of this initial phase of your flight training.</p>	3 Dual
Upper Airwork	<p>Ex. 10 – 15 Range & Endurance, Slow Flight, Stalls, Spins, Spirals, Sideslips</p> <p>During the second stage of flight training, under the direct supervision of your instructor you will learn to perform more complex manoeuvres with the aircraft. You will have an opportunity to explore some of the more interesting aspects of flying and develop the skills necessary for safe flight. Many of the skills required for landing will be developed during this phase of flight training.</p>	5 Dual
The Circuit	<p>Ex. 16 – 19, 29, 30 Take-off, Circuit, Landing, First Solo, Soft Fields, Short Fields, Obstacles, Crosswind, and Emergency Procedures.</p> <p>In the circuit, first under the direct supervision of your instructor and later as a student pilot flying solo, you will learn to safely take off and land the aircraft. You will also explore more advanced techniques used for short, cross-wind and soft-field situations. Emergency procedures will also be part of your training. By the end of this phase of training you will be able to safely fly the aircraft on your own!</p>	9 Dual 4 Solo

Training Modules	Flight Exercises	Approximate Flt Hrs
Lower Airwork	Ex. 20, 21, 22, Illusions, Precautionary Landings, Forced Landings, Diversions	4-5 Dual 3 Solo
	<p>Now that you know how to fly, it's time to expand your training to include more advanced techniques.</p> <p>During this phase of flight training you will learn and experience the effects of wind, how to safely land the aircraft in the event of an emergency, low level navigation techniques and how to perform landings away from an aerodrome.</p>	
Cross Country Flights	Ex. 23 Navigation	2 Dual
	<p>Cross country flights are one of the highlights of flight training. Under the direct supervision of your instructor, you will explore several local airports and the surrounding countryside.</p>	
Flight Test Prep	Review	1-2 Dual 1-2 Solo
	<p>Finally, you will prepare for your flight test. The time required depends entirely on each particular student. You may need very little review or you may require a bit more practice to bring you to flight test standards. At Principal Air we train our students to perform to a high standard, so that on your flight test you will be able to earn your license on the first try.</p>	



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*PRICE LIST – Recreational Pilot Permit

Based on 40 hours flight time in a Cessna 152 (25 is required minimum):

30 hours dual	\$150/plane/hour	
	<u>\$60/instructor/hour</u>	
Total/hour	\$210	6300.00
10 hours solo	\$150/plane/hour	1500.00
Supplies: (Flight Training Manual, Principal Air Training Manual, From the Ground Up and or Complete Pilot Guide, Kneeboard, 2 charts.		300.00
Ground Briefing (approx. 10 hours)		
	\$60/instructor/hour	600.00
License fee (Transport Canada)		55.00
A.P. Fees \$30/Radio License		
\$55/Pilot License		85.00
Flight Test (Transport Canada DFTE)		300.00
Written Test (Transport Canada)		<u>150.00</u>
TOTAL: (approximate)		\$9290.00

***It is very important to remember that all these prices are approximate. The length of training needed depends on a number of factors and costs will vary accordingly. Prices plus tax where applicable. Aircraft costs will fluctuate based on fuel prices.**