



# PRINCIPAL AIR LTD

FLIGHT TRAINING / CHARTER

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## **Professional Pilot Program**

Welcome to Principal Air and congratulations on taking the first step towards an exciting lifestyle. Few qualifications can match the challenge, opportunity and satisfaction of achieving a pilot's licence!

Learning to become a professional 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 private pilot licence program.

The first step is to earn a Private Pilot's Licence (PPL). It will allow you to fly almost any single engine aircraft under "visual flight rules". Step two is to earn your Commercial Pilot Licence (CPL). Commercial training is designed to focus on refining and developing your pilot skills to a commercial level. This package will give you some information on our personalized Commercial Pilot Licence program.

As per CAR's 401.30(1), a Commercial Pilot Licence includes all the privileges of a Private Pilot Licence and qualifies you to exercise the privileges of the Night rating, the VFR-OTT rating, act as pilot-in-command of a single-pilot, single-engine aircraft, or a more complex aircraft for which your licence is endorsed, or act as co-pilot of a multi-pilot aircraft to provide commercial air service.

There are a number of pathways to a career in aviation. Commercial pilots may choose to work toward advanced training beyond the Commercial Licence including: float training, agricultural and fire suppression training, bush flying or multi-engine and instrument training. Flight instruction is another option open to pilots holding a Commercial Licence and many new commercial pilots find flight instruction a good way to earn experience and enter the field of aviation.

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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## **PRIVATE PILOT LICENSE**

### **REQUIREMENTS TO RECEIVE LICENSE**

Minimum Age: 17 years

Medical Required: Class 3

Examinations to obtain STUDENT PILOT PERMIT and RADIO LICENSE (conducted in our school)

### **COURSE DESCRIPTION**

Transport Canada requires:

Minimum Flight Time: 45 hours including the following:

Dual Flying (with instructor)	17 hours
Solo Flying	12 hours
Dual Cross Country	3 hours
Solo Cross Country	5 hours
Instrument Flying	5 hours

Ground School - 40 hours including the following subjects: Canadian Aviation Regulations; Aerodynamics and Theory of Flight; Meteorology; Airframes, Engines, and Systems; Flight Instruments; Radio and Electronic Theory; Navigation; Flight Operations; Licensing Requirements; and Human Factors including pilot decision-making.

### **EXAMINATIONS AND FLIGHT TEST**

**Written Examination:** Transport Canada's written examination, PPAER, may be taken in Vancouver or Abbotsford. A minimum of 60% in each of four areas – air law, navigation, meteorology, aeronautics/general knowledge – is required as well as in the overall written examination.

**Flight Test / English Proficiency Test:** Take place in house at the Abbotsford airport by Transport Canada approved examiners.

### **PRIVILEGES OF LICENSE HOLDER**

The Private Pilot License allows a holder to fly day VFR, domestic or foreign, in aircraft up to 12,500 pounds with as many passengers as the aircraft is certified to carry. The following ratings may be added to the Private Pilot license: night rating; VFR over the top rating; multi-engine rating; instrument rating; and float endorsement.



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## **COMMERCIAL PILOT LICENCE**

### **REQUIREMENTS TO RECEIVE LICENCE**

Minimum Age: 18 years and a valid Private Pilot Licence - Aeroplane  
Medical Required: Class 1

### **COURSE DESCRIPTION**

Transport Canada requires:

<b>Minimum</b> Instruction Time:	65 hours including the following:
Dual Flying (with instructor)	35 hours
Cross Country	5 hours
Instrument Time	20 hours
Night Flying	5 hours [2 hours cross country]
Solo Flying	30 hours
Cross Country	300 nautical miles
Night Flying	5 hours [10 take-offs and landings]
<b>Total</b> Flying Time [including Private Pilot Licence training]	200 hours
PIC	100 hours
Cross Country	20 hours

Ground School - 80 hours including the following subjects: Canadian Aviation Regulations; Aerodynamics and Theory of Flight; Meteorology; Airframes, Engines, and Systems; Flight Instruments; Radio and Electronic Theory; Navigation; Flight Operations; Licensing Requirements; and Human Factors including pilot decision-making.

Course includes your Night Rating, VFR Over the Top (VFR-OTT) ratings.

### **EXAMINATIONS AND FLIGHT TEST**

**Written Examination:** Transport Canada's written examination, CPAER, may be taken in Vancouver or Abbotsford. A minimum of 60% in each of four areas – air law, navigation, meteorology, aeronautics/general knowledge – is required as well as in the overall written examination.

**Flight Test:** Flight Tests take place in Abbotsford by Transport Canada approved examiners.

### **PRIVILEGES OF LICENCE HOLDER**

The Commercial Pilot Licence is the gateway to a professional career in aviation.

## Flight Training and Experience For a Private Pilot's Licence:

Typically each student will undertake approximately 35 to 40 hours of Dual flight instruction and 12 to 15 hours of Solo flight.

### The flight training format is as follows:

Training Modules	Flight Exercises	Approximate Flt Hrs
<b>Introductory Flights</b>	<p>Ex. 1 – 9</p> <p>Attitudes &amp; Movements, Straight &amp; 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>	<b>3 Dual</b>
<b>Upper Airwork</b>	<p>Ex. 10 – 15</p> <p>Range &amp; 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>	<b>5 Dual</b>
<b>The Circuit</b>	<p>Ex. 16 – 19, 29, 30</p> <p>Take-off, Circuit, Landing, First Solo, Soft Fields, Short Fields, Obstacles, Crosswind, Radio Communication, 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.</p> <p>You will also explore more advanced techniques used for short, cross-wind and soft-field situations. Radio and emergency procedures will also be part of your training.</p> <p>By the end of this phase of training you will be able to safely fly the aircraft on your own!</p>	<b>9 Dual</b> <b>4 Solo</b>

Training Modules	Flight Exercises	Approximate Flt Hrs
<b>Lower Airwork</b>	Ex. 20, 21, 22, Illusions, Precautionary Landings, Forced Landings, Diversions	<b>4-5 Dual</b> <b>3 Solo</b>
	<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>	
<b>Instrument Flying</b>	Ex. 24 Full Panel, Limited Panel, Unusual Attitudes, Radio Navigation	<b>5 Dual</b>
	<p>Instrument flight is a required part of the training for any private pilot. You will learn to fly the aircraft safely under instruments in the event that visual reference is temporarily lost and how to recover from any unusual attitudes that can result from turbulence or momentary loss of control. This is a particularly valuable aspect of the training and great fun, as well.</p>	
<b>Cross Country Flights</b>	Ex. 23 Navigation, Departure & Enroute Procedures,	<b>5 Dual</b> <b>5 Solo</b>
	<p>Cross country flights are one of the highlights of flight training. You will learn proper navigation techniques while you explore, first with your instructor and then on your own, several local airports and, as a culmination to your training, set off on a 150 nautical mile adventure. For many people, this part of the training is the pay-off for all their hard work.</p>	
<b>Flight Test Prep</b>	Review	<b>2-3 Dual</b> <b>2-3 Solo</b>
	<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>	

## Flight Training and Experience For a Commercial Pilot's Licence:

Each commercial student will undertake a minimum of 35 hours dual flight instruction and 30 hours of supervised solo flight. In addition, a commercial candidate must complete a minimum 100 hours Pilot-in-Command time and a minimum 200 hours total flight time to qualify for the licence.

### The flight training format is as follows:

Training Modules	Flight Exercises	Approximate Flt Hrs
<b>Night Rating</b>	<p>Instrument Flight, Dual and Solo Night</p> <p>Normally, the night rating is the first stage in your commercial training program. You will review and expand your knowledge and skills of instrument flying and complete a minimum of 5 additional hours of instrument flight beyond the Private Pilot Licence level. You will also complete a minimum of 5 dual and 5 solo night hours including a minimum of 2 hours cross-country flight and a minimum of 10 takeoffs and landings. At the completion of this phase of your program you may apply for the addition of the night rating privileges to your Private Pilot Licence.</p>	<b>10 Dual 5 Solo</b>
<b>Commercial Proficiency</b>	<p>Review of Flight Exercises</p> <p>Under the supervision of your instructor you will review and practice each of the flight exercises you learned as a private pilot and bring your skills to the commercial level. The key part of this aspect of training will be to achieve commercial standard for each of the exercises including: slow flight, stalls, steep turns, instrument flight, forced approaches, precautionary landings, diversions, circuit procedures and takeoffs and landings. Commercial flying is based on a very procedural approach to aviation. Cockpit and resource management, human factors, use of SOP's and situational awareness will all be important parts of your training.</p>	<b>5-7 Dual 10 Solo</b>
<b>Instrument Flight</b>	<p>Instrument Flight, Radio Navigation Aids</p> <p>The Commercial Pilot Licence requires that you complete a minimum of 20 hours instrument time. In addition, you will learn to use radio navigation aids--VOR and ADF--to assist in navigation. You will have ample opportunity to practice your radio navigation skills on your various cross-country adventures. The five hours completed as part of your night rating counts toward the total 20 hours required instrument time.</p>	<b>20 Dual</b>

Continued

<b>Training Modules</b>	<b>Flight Exercises</b>	<b>Approximate Flt Hrs</b>
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**Cross Country  
Flights**

Navigation, Departure & Enroute Procedures.

**20 Solo**

Cross country flights are one of the highlights of flight training. You will complete a minimum of 20 hours cross country flying. This will include a minimum 300 nautical mile flight authorized by your instructor and ample opportunity to practice your navigation, radio navigation and piloting skills.

**Flight Test Prep**

Review

**2-3 Dual  
2-3 Solo**

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.



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COST ESTIMATE Professional Pilot Program (includes Private Pilot Licence, Night Rating, VFR OTT and Commercial Pilot licence based on minimum requirements on a Cessna 152 our Cessna 172s and Piper Warrior are an extra cost)

100 hours dual	\$205/plane/hour	
	<u>\$ 80/instructor/hour</u>	
Total/hour	\$285	\$28500.00
100 hours solo/PIC	\$205/plane/hour	\$20500.00
Ground Schools (Private in class and Commercial online)		\$800.00
Pilot Supplies, program registration fees international students:		\$2500.00
Ground Briefing (approx. 20 hours)		
	\$80/instructor/hour	\$1600.00
Class 1 Aviation Medical (approximate)		\$225.00
Medical Processing Fee (Transport Canada)		\$60.00
License application and processing fees (PPL, Night and CPL)		\$350.00
Flight Tests + Language Test (Transport Canada DFTE)		\$1100.00
Written Tests		<u>\$400.00</u>
TOTAL Before Tax:		\$56,050.00
<b>Total Including Taxes (approximate)</b>		<b>\$58,650.00</b>

\*Most student will also fly one of the 4 seat aircraft which will add a little to the overall costs we also recommend budgeting for an addition 10 to 15% for overages

For a two-year program first year costs would be approximately \$30,000 the remainder of the cost would be in the second year.

Additional Ratings (Multi and IFR training are option rating and are done at another school)

Multi Engine Rating	\$9000.00
IFR Rating	\$18,000.00
Flight Instructor Rating	\$13,500.00

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**\*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 are subject to change.**





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COST ESTIMATE Professional Pilot Program (includes Private Pilot Licence, Night Rating, VFR OTT and Commercial Pilot licence based on minimum requirements on a Cessna 172s or Piper Warrior)

100 hours dual	\$235/plane/hour	
	<u>\$ 80/instructor/hour</u>	
Total/hour	\$315	\$28500.00
100 hours solo/PIC	\$315/plane/hour	\$20500.00
Ground Schools (Private in class and Commercial online)		\$800.00
Pilot Supplies, program registration fees international students:		\$2500.00
Ground Briefing (approx. 20 hours)		
	\$80/instructor/hour	\$1600.00
Class 1 Aviation Medical (approximate)		\$225.00
Medical Processing Fee (Transport Canada)		\$60.00
License application and processing fees (PPL, Night and CPL)		\$350.00
Flight Tests + Language Test (Transport Canada DFTE)		\$1100.00
Written Tests		<u>\$400.00</u>
TOTAL Before Tax:		\$62,100.00
<b>Total Including Taxes (approximate)</b>		<b>\$67,000.00</b>

\*we recommend budgeting for an addition 10 to 15% for overages and price increases

For a two-year program first year costs would be approximately \$30,000 the remainder of the cost would be in the second year.

Additional Ratings (Multi and IFR training are option rating and are done at another school)

Multi Engine Rating	\$9 000.00
IFR Rating	\$18,000.00
Flight Instructor Rating	\$13,500.00

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**\*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 are subject to change.**