

Second Year Flight Syllabus

Winter 2019

Instrument Rating

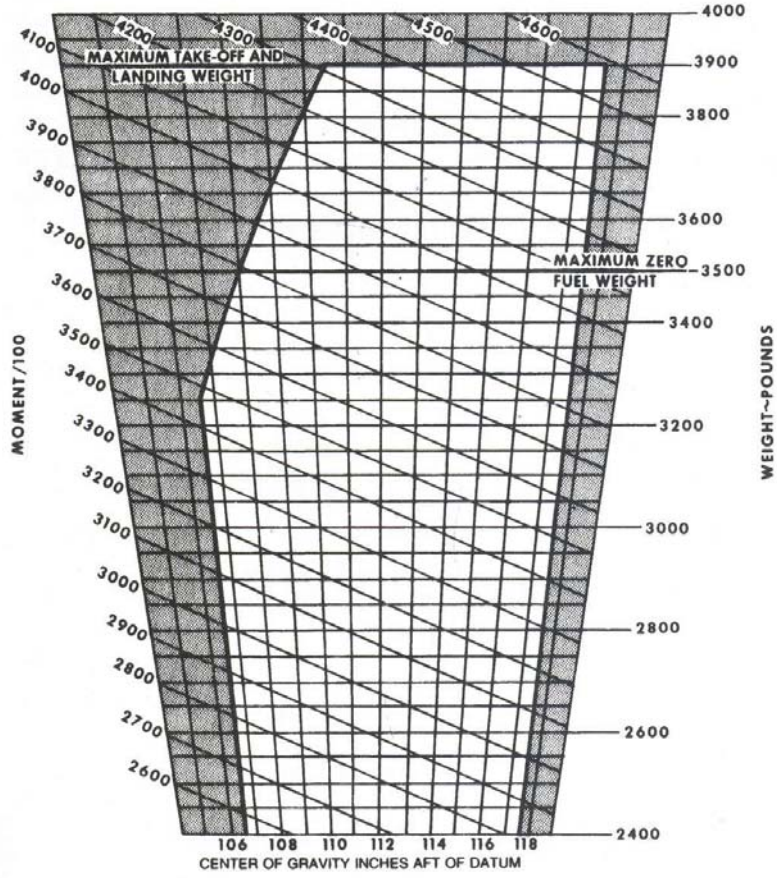
Requirements include the following:

Total Time:

- 50 hours PIC cross-country (of which 10 hours must be in the appropriate category)
- Training time
- 40 hours instrument (maximum 20 hours in the simulator)
- 100 NM cross-country flight (including an instrument approach to minimums at two different locations. Ensure logbook entry is correct)
- Category 1 Medical

WARNING: Your Transport Canada written examination (INRAT) and your flight test must occur within 12 months of each other. The written examination must be passed before the flight test can be done. You must apply for your Instrument Rating within 24 months of completing the written examination.

MOMENT LIMITS VS WEIGHT



ENVELOPE BASED ON THE FOLLOWING WEIGHT AND CENTER OF GRAVITY LIMIT DATA (LANDING GEAR DOWN)

WEIGHT CONDITION	FWD C. G. LIMIT	AFT C. G. LIMIT
3900 POUNDS (MAX. TAKE-OFF/LANDING)	110.6	117.5
3250 POUNDS OR LESS	106.6	117.5

76-601-6



Commercial Aviation Diploma Program Second Year Flight Syllabus

Dual (D)

A flight with one instructor and one student in the aircraft.

Dual Mutual (DM)

A flight with one instructor working with two students in the aircraft.

Solo (S)

A flight with one student working alone in the aircraft.

Dual Mutual Simulator (DMS)

A simulator session with one instructor and two students.

Dual Simulator (DS)

A simulator lesson with one instructor and one student.

Mutual Simulator (MS)

A simulator session with two students working together.

Solo Simulator (SS)

A simulator session with one student working alone.

Beechcraft Duchess – BE-76 C-GSFB

Redbird MCX – Flight Training Device #6102

Frasca 142 - Flight Training Device #6030

Southern Interior Flight Centre Marking Scale is taken from the Transport Canada Multi-Engine and Instrument Rating Flight Test Guides.

When applying the 4-point grading scale, the examiner will award the mark that best describes the weakest element(s) applicable to the candidate's performance. Remarks to support mark awards of 1 or 2 must link to a safety issue, a qualification standard, or an approved technique or procedure.

4. Above Standard

Performance remains well within the qualification standards and flight management skills are excellent.

- Performance is ideal under existing conditions. Aircraft handling is smooth and precise.
- Technical skills and knowledge exceed the required level of competency.
- Behaviour indicates continuous and highly accurate situational awareness.
- Flight management skills are excellent.
- Safety of flight is assured. Risk is well mitigated.

3. Standard

Minor deviations occur from the qualification standards and performance remains within prescribed limits.

- Performance meets the recognized standard yet may include deviations that do not detract from the overall performance.
- Aircraft handling is positive and within specified limits.
- Technical skills and knowledge meet the required level of competency.
- Behaviour indicates that situational awareness is maintained.
- Flight management skills are effective.
- Safety of flight is maintained. Risk is acceptably mitigated.

2. Basic Standard

Major deviations from the qualification standards occur, which may include momentary excursions beyond prescribed limits but these are recognized and corrected in a timely manner.

- Performance includes deviations that detract from the overall performance, but are recognized and corrected within an acceptable time frame.
- Aircraft handling is performed with limited proficiency and/or includes momentary deviations from specified limits.
- Technical skills and knowledge reveal limited technical proficiency and/or depth of knowledge.
- Behaviour indicates lapses in situational awareness that are identified and corrected.
- Flight management skills are effective but slightly below standard.
- Safety of flight is not compromised. Risk is poorly mitigated.

1. Below Standard

Unacceptable deviations from the qualification standards occur, which may include excursions beyond prescribed limits that are not recognized or corrected in a timely manner.

- Performance includes deviations that adversely affect the overall performance, are repeated, have excessive amplitude, or for which recognition and correction are excessively slow or nonexistent, or the aim of the task was not achieved.
 - Aircraft handling is rough or includes uncorrected or excessive deviations from specified limits.
 - Technical skills and knowledge reveal unacceptable levels of technical proficiency and/or depth of knowledge.
 - Behavior indicates lapses in situational awareness that are not identified or corrected.
 - Flight management skills are ineffective.
- Safety of flight is compromised. Risk is unacceptably mitigated.

Date Completed: _____

Student Signature: _____

Aim

The aim of this session is to practice cross-country IFR procedures in advance of the conducting the same flights in the aircraft.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

IPM 6.1 – Flight Planning

Canada Air Pilot (CAP) and CAP GEN

Garmin GTN 650 Pilot's Guide/Bendix King KLN89B

Preflight Briefing

Completed IFR navigation log, including flight plan form Full weather and NOTAM assessment

CAP 2 - CYKA RNAV (GNSS) A Approach, CYLW ILS Z RWY 16 Approach

Flight Sequence

Wind set at 25 knots

1. Kelowna Standard Instrument Departure (SID)
2. B5 to STUMM
3. Direct URNIP for a Hold
4. RNAV (GNSS) A Approach to CYKA
5. Missed Approach
6. B5 to TOSUS to Intercept 17.5 NM DME Arc at CYLW
7. ILS Z RWY 16 Approach to CYLW
8. Engine and System Failures

Next flight is cross-country to Kamloops (CYKA). Arrive early, with preflight planning completed, and be ready to depart.

Date Completed: _____

Instructor Signature: _____

Aim

The aim of this flight is to practice holding procedures and approaches during a cross-country flight.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

IPM 6.1 – Flight Planning

Canada Air Pilot (CAP) and CAP GEN

Sandel SN3308 Handout

Garmin GTN 650 Pilot's Guide

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather and NOTAM assessment

CAP 2 - CYKA RNAV (GNSS) A Approach,

- CYLW RNAV (GNSS) Z RWY 16 Approach CYLW

Garmin GTN 650 and Sandel SN3308 operation

Flight Sequences

Student # 1

1. CYLW 7 Departure
2. Intercept B5 to STUMM
3. Direct URNIP for a Hold
4. RNAV (GNSS) A Approach
5. Practice Use of GPS/Sandel

Student # 2

1. CYKA SPEC VIS DEPARTURE
2. Intercept B5 to STUMM
3. Direct DATBO
4. RNAV (GNSS) Z RWY 16 Approach CYLW

Aim

The aim of this session is to refine IFR hold and approach procedures on a cross-country flight.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

IPM 6.1 – Flight Planning

Canada Air Pilot (CAP) and CAP GEN

RCAP

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather and NOTAM assessment

CAP 2 – RCAP LOC A

- CYLW RNAV (GNSS) A Approach

Flight Sequence

1. Depart Kelowna
2. Hold at IMURO
3. RNAV (GNSS) B Approach to CYYF
4. Missed Approach
5. Direct KOBEV
6. RNAV (GNSS) A Approach to CYLW
7. Attitude Indicator Failure

Aim

The aim of this session is to refine IFR hold and approach procedures on a cross-country flight.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

IPM 6.1 – Flight Planning

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather and NOTAM assessment

CAP 2 - CYYF LOC/DME B Approach

- CYLW RNAV (GNSS) A Approach

Flight Sequence

1. Depart (SID SPEC VIS)
2. Hold at YYF
3. LOC/DME B Approach to CYYF
4. Missed Approach
5. Direct GRASE/KOBEV
6. RNAV (GNSS) A Approach to CYLW
7. Attitude Indicator Failure

Date Completed: _____

Instructor Signature: _____

Aim

The aim of this flight is to refine IFR hold and approach procedures on a cross-country flight.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

IPM 6.1 – Flight Planning

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather and NOTAM assessment

CAP 2 - CYYF RNAV (GNSS) C Approach

- CYLW NDB B (GNSS) Approach

Garmin GTN 650 and Sandel SN3308 operation

Flight Sequence

Student #1

1. Depart CYLW
2. GPS/Sandel Operations
3. Hold at KEPRI
4. RNAV (GNSS) C Approach to CYYF

Student #2

1. Depart CYYF
2. GPS/Sandel Operations
3. Hold at LW
4. NDB B (GNSS) Approach to CYLW

Aim

The aim of this session is to refine IFR hold and approach procedures, and to rectify deficiencies from previous simulator sessions.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

IPM 6.1 – Flight Planning

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form
Full weather and NOTAM assessment
CAP 2 - CZBB SID & VOR RWY 07 (GNSS) approach, CYXX ILS RWY 07 approach

Flight Sequence

1. Standard Instrument Departure from Boundary Bay (CZBB)
2. Hold at YVR
3. VOR RWY 07 Approach to CZBB
4. Missed Approach
5. ILS 07 Approach to CYXX

Date Completed: _____

Student Signature: _____

Aim

The aim of this session is to refine IFR hold and approach procedures, and to rectify deficiencies from previous simulator sessions.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

IPM 6.1 – Flight Planning

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather and NOTAM assessment

CAP 2 - CZBB SID & VOR DME RWY 07 Approach, CYXX ILS RWY

07 Approach

Flight Sequence

1. Standard Instrument Departure from RWY 13 Boundary Bay (CZBB)
2. Hold at YVR
3. VOR DME RWY 07 Approach to CZBB
4. Missed Approach
5. ILS 07 Approach to CYXX

Aim

The aim of this session is to refine IFR hold and approach procedures to flight test tolerances.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

IPM 6.1 – Flight Planning

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather and NOTAM assessment

CAP 2 - CZBB SID, CYYJ APASS FIVE ARR

RNAV GNSS Z RWY 27 Approach

CYCD NDB 16 Approach

Flight Sequence

1. Standard Instrument Departure from Boundary Bay (CZBB)
2. APASS FIVE Arrival (intercept 221 to YVR)
3. RNAV GNSS Z RWY 27 Approach to Victoria (CYYJ)
4. Missed Approach
5. Hold at Active Pass NDB
6. Engine Failure
7. NDB 16 Approach to Nanaimo (CYCD)
8. GPS Failure

Aim

The aim of this session is to refine IFR hold and approach procedures to flight test tolerances.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

IPM 6.1 – Flight Planning

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather and NOTAM assessment

CAP 2 - CZBB SID, CYYJ BUICK THREE ARR & ILS Z RWY 27

Approach, CYCD NDB 16 Approach

*BUICK THREE archive plates

Flight Sequence

1. Standard Instrument Departure RWY 07 from Boundary Bay (CZBB)
2. Direct YVR, FASBO Five Arrival
3. LOC RWY 27 Approach to Victoria (CYYJ)
4. Missed Approach
5. Hold at Active Pass NDB
6. Engine Failure
7. NDB/DME RWY 16 Approach to Nanaimo (CYCD)
8. GPS Failure

Date Completed: _____

Instructor Signature: _____

Aim

The aim of this flight is to refine IFR procedures to flight test standards, operating in the vicinity of the Kelowna airport.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

IPM 6.1 – Flight Planning

Canada Air Pilot (CAP) and CAP GEN

Handout for Circling Procedures

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather and NOTAM assessment

CAP 2 - CYLW SID, RNAV (GNSS) Z RWY 16 Approach, NDB B

(GNSS) Approach

Circling procedures

Flight Sequence

1. Depart CYLW
2. Hold at LW
3. Full Procedure NDB B (GNSS) Approach
4. Missed Approach
5. RNAV (GNSS) Z RWY 16 via DATBO Transition, Circling for 16/34
6. Engine Failure on LPV

Lesson 57-DMS **100 NM Cross-Country** **Redbird MCX**
Dual 1.5 hours **CYLW-CYKA-CYYF**
Date Completed: _____
Instructor Signature: _____

Aim

The aim of this flight is to practice the 100 nm cross-country.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH
IPM 6.1 – Flight Planning
Canada Air Pilot (CAP) and CAP GEN
Garmin GTN 530/650 Pilot’s Guide

Preflight Briefing

Review completed IFR navigation log, including flight plan form
Full weather and NOTAM assessment
CAP 2 - CYLW SID
Hold at URNIP
RNAV (GNSS) A Approach at CYKA
RNAV C at CYYF

Flight Sequence

1. Depart CYLW
2. Direct STUMM
3. STUMM Direct URNIP for a hold
4. RNAV (GNSS) A Approach to CYKA
5. Missed Approach
6. B26 to YYF
7. RNAV C Approach to CYYF

Date Completed: _____

Student Signature: _____

Aim

The aim of this flight is to practice the 100 nm cross-country.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

IPM 6.1 – Flight Planning

Canada Air Pilot (CAP) and CAP GEN

Garmin GTN 650 Pilot's Guide/Bendix King KLN89B

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather and NOTAM assessment

CAP 2 - CYLW SID, CYKA RNAV (GNSS) A Approach, CYYF

LOC/DME B Approach

Flight Sequence

1. Depart CYLW
2. B5 to STUMM
3. STUMM Direct URNIP for a hold
4. RNAV (GNSS) A Approach to CYKA
5. Missed Approach
6. B26 to YYF
7. RNAV E Approach to CYYF

Next flight is 100 nm cross-country in aircraft - arrive early and be prepared!!!!

Date Completed: _____

Instructor Signature: _____

Aim

The aim of this flight is to satisfy the requirements of the 100 nm cross-country flight for the IFR rating, and includes two instrument approaches to minimums.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

Canada Air Pilot (CAP) and CAP GEN

Garmin GTN 650 Pilot's Guide

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather and NOTAM assessment

CAP 2 - CYLW SID & RNAV (GNSS) Z RWY 16, CYKA RNAV (GNSS) A Approach,

CYYF RNAV (GNSS) C Approach

GPS/Sandel operations

Flight Sequence

Student #1

1. Depart CYLW
2. GPS/Sandel Operations
3. B5 to STUMM
4. STUMM Direct URNIP for a hold
5. RNAV (GNSS) A Approach to CYKA, Missed Approach
6. B26 to YYF
7. RNAV (GNSS) C Approach to CYYF

Student #2

1. Depart CYYF
2. GPS/Sandel Operations
3. B26 to BULIE
4. BULIE Direct URNIP for a hold
5. RNAV (GNSS) A Approach to CYKA, Missed Approach
6. B5 to DATBO
7. RNAV (GNSS) Z RWY 16

Dual 1.2 hours

Date Completed: _____

Instructor Signature: _____

Aim

The aim of this session is to ensure that all IFR procedures are to flight test tolerances.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather assessment

CAP 2 - NOTIV TWO DEP, NDB A Approach CYVK

- RNAV (GNSS) Z RWY 16 approach CYLW

Flight Sequence

1. NOTIV TWO DEP NOTIV Transition
2. Direct 6K beacon for a hold as published
3. NDB A approach CYVK
4. Missed Approach
5. RNAV (GNSS) Z RWY 16 approach CYLW

Solo 1.2 hours

Date Completed: _____

Student Signature: _____

Aim

The aim of this session is to ensure that all IFR procedures are to flight test tolerances.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather assessment

CAP 2 - NOTIV ONE DEP, NDB A Approach CYVK

- ILS Z 16 Approach CYLW

Flight Sequence

1. NOTIV ONE DEP NOTIV Transition (RWY 34)
2. Direct 6K beacon for a hold as published
3. NDB A approach CYVK
4. Missed Approach
5. ILS Z RWY 16 approach CYLW

Next lesson is the mid-semester simulator test.

Dual 1.5 hours

Date Completed: _____ Name: _____

Instructor: _____ Mark: ____/40 ____%

Aim

The aim of this session is to assess the student’s progress. The results of this flight test will contribute to the semester Flight Lab mark.

Acceptable Performance

A total mark of 60% or greater is required to pass. Students scoring less than 60% will be required to complete additional training and to repeat this syllabus lesson before being permitted to continue with the syllabus.

References

Transport Canada Flight Test Guide - Instrument Rating (9939E)

Preflight Briefing

"The Flight Test"

Flight Sequence	Mark
1. Depart CYLW	1 2 3 4 _____
2. RNAV (GNSS) Z RWY 16 CYLW	1 2 3 4 _____
3. Missed Approach	1 2 3 4 _____
4. Hold at MISIR as published	1 2 3 4 _____
5. Engine Failure	1 2 3 4 _____
6. RNAV (GNSS) A approach	1 2 3 4 _____
7. Attitude Indicator Failure	1 2 3 4 _____
8. Flight Planning	1 2 3 4 _____
9. Airmanship & Radio Work	1 2 3 4 _____
	Total ____/40

Aim

The aim of this session is to assess the student’s progress. The results of this flight test will contribute to the semester Flight Lab mark.

Acceptable Performance

A total mark of 60% or greater is required to pass. Students scoring less than 60% will be required to complete additional training and to repeat this syllabus lesson before being permitted to continue with the syllabus.

References

Transport Canada Flight Test Guide - Instrument Rating (9939E)

Preflight Briefing

"The Flight Test"

Flight Sequence	Mark				
1. Depart CYLW	1	2	3	4	_____
2. Tracking	1	2	3	4	_____
3. Hold at LW	1	2	3	4	_____
4. Attitude Indicator Failure	1	2	3	4	_____
5. NDB B (GNSS) Approach	1	2	3	4	_____
6. Missed Approach	1	2	3	4	_____
7. RNAV (GNSS) Z RWY 16 Approach	1	2	3	4	_____
8. Engine Failure	1	2	3	4	_____
9. Flight Planning	1	2	3	4	_____
10. Airmanship & Radio Work	1	2	3	4	_____
	Total				____/40

Date Completed: _____

Instructor Signature: _____

Aim

The aim of this flight is to refine IFR procedures to flight test standards, operating in the vicinity of the Kelowna airport.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

Canada Air Pilot (CAP) and CAP GEN

Garmin GTN 650 Pilot's Guide

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather assessment

CAP 2 - CZAM RNAV (GNSS) A Approach,

- NOTIV TWO DEP CYLW

Flight Sequences

IMC Option #1

1. Depart CYLW
2. Direct FELKO
3. RNAV (GNSS) A to CZAM
4. Missed Approach
5. RNAV (GNSS) Z RWY 16 to CYLW
6. Engine Failure

VMC Option #2

1. SPEC VIS Departure CYLW
2. DIRECT to MUPNU
3. RNAV (GNSS) RWY 05 CYVK
4. Return to CYLW for RNAV (GNSS) Z RWY 16 Approach

Date Completed: _____

Instructor Signature: _____

Aim

The aim of this flight is to refine IFR procedures to flight test standards, operating in the vicinity of the Kelowna airport.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather assessment

CAP 2 – CYLW NOTIV TWO DEP, RNAV (GNSS) B Approach CYVK,

RNAV (GNSS) Z RWY 16 Approach CYLW

Flight Sequence

1. Depart CYLW NOTIV TWO DEP NOTIV Transition
2. Direct SEGIG for a hold as published
3. RNAV (GNSS) B Approach CYVK
4. Missed Approach
5. RNAV (GNSS) Z RWY 16 Approach CYLW

Dual 1.5 hours

Date Completed: _____

Instructor Signature: _____

Aim

The aim of this session is to review for the IFR flight test.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form
Full weather assessment
Partial Panel Procedures

Flight Sequence

1. SPEC VIS DEP CYLW RWY 34 Westbank Route
2. Direct MUPNU for a hold
3. RNAV (GNSS) RWY 05 Approach to CYVK
4. Missed Approach
6. LENUR for RNAV (GNSS) Z RWY 16 CYLW
5. RNAV (GNSS) Z RWY 16 approach CYLW
6. Engine Failure
7. Partial Panel

Solo 1.5 hours

Date Completed: _____

Student Signature: _____

Aim

The aim of this session is to review for the IFR flight test.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather assessment

Partial Panel Procedures

Flight Sequence

1. Depart CYLW Runway 34
2. Direct FELKO for a hold
3. RNAV (GNSS) A Approach
4. Missed Approach
5. ILS Z RWY 16 CYLW
6. Engine Failure
7. Partial Panel

Date Completed: _____

Instructor Signature: _____

Aim

The aim of this session is to review for the IFR flight test.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form

Full weather assessment

Partial Panel Procedures

Flight Sequences

1. Depart CYLW
2. Direct KOBEV
3. Hold at KOBEV
4. RNAV (GNSS) A Approach
5. Missed Approach
6. Full Procedure RNAV (GNSS) Z RWY 16
7. Engine Failure
8. Partial Panel

Dual 1.5 hours

Date Completed: _____

Instructor Signature: _____

Aim

The aim of this session is to review for the IFR flight test.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form
Full weather assessment

Flight Sequence

1. Depart CYLW
2. B5 to STUMM
3. STUMM Direct AMBAT for a hold
4. RNAV (GNSS) A Approach
5. Missed Approach
6. RNAV (GNSS) Z RWY 16 Approach
7. Emergency Procedures

Solo 1.5 hours

Date Completed: _____

Student Signature: _____

Aim

The aim of this session is to review for the IFR flight test.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form
Full weather assessment

Flight Sequence

1. Depart CYLW Runway 16
2. Hold at KEPRI
3. RNAV (GNSS) E
4. Missed Approach
5. Vectors for ILS Z RWY 16
6. ILS Z RWY 16 Approach
7. Emergency Procedures

Date Completed: _____

Instructor Signature: _____

Aim

The aim of this session is to assess whether the student is fully prepared for the IFR flight test.

Acceptable Performance

As per the Transport Canada Flight Test Guide - Instrument Rating (9939E)

References

BE-76 POH

Canada Air Pilot (CAP) and CAP GEN

Preflight Briefing

Review completed IFR navigation log, including flight plan form
Full weather assessment

Flight Sequence

1. Depart CYLW
2. Direct to KEPRI for a hold
3. RNAV (GNSS) C to CYFF
4. Missed Approach
5. RNAV (GNSS) Z RWY 16 with DATBO Transition
6. Engine and System Failures, at the Discretion of the Instructor.

If the student is successful, the instructor will provide a recommendation form for the flight test.

Dual 1.0 hours

Date Completed: _____

Aim

To fly with enthusiasm and verve and to display a strong command attitude.

Acceptable Performance

This flight test will account for 40 % of the final Flight Lab mark.

Mark Achieved _____%

Please ensure that you receive the recommend form from your instructor, and that he/she receives a copy of your flight test report.

Good Luck!!!

Dual 1.5 hours**Date Completed:** _____**Instructor Signature:** _____**Aim**

To learn the techniques used in Crew Resource Management.

Acceptable Performance

To work together effectively as a team.

Preflight Briefing

CRM techniques

Use of company Standard Operating Procedures (SOPs)

Flight Sequence

Weather enroute will involve icing and turbulence

Student #1

1. Depart Calgary (CYYC)
2. Use of RNAV/Auto Pilot/Diversions
3. Approach at Edmonton International (CYEG)

Student #2

1. Depart CYEG
2. Use of RNAV/Auto Pilot/Diversions
3. Approach CYYC

Dual 1.5 hours

Date Completed: _____

Instructor Signature: _____

Aim

To learn the techniques used in Crew Resource Management.

Acceptable Performance

To work together effectively as a team.

Preflight Briefing

CRM techniques & SOPs

Uncontrolled aerodrome procedures

Flight Sequence

Student #1

1. Depart CYYJ
2. Gyro Failure
3. Communication Failure
4. Approach CYXX

Student #2

1. Depart CYXX
2. Gyro Failure
3. Navigation Failures
4. Approach CYYJ

Dual 1.5 hours

Date Completed: _____

Instructor Signature: _____

Aim

To learn the techniques used in Crew Resource Management.

Acceptable Performance

To work together effectively as a team.

Preflight Briefing

CRM techniques & SOPs

Flight Sequence

Student #1

1. Depart CYYF
2. Approach into CYCG
3. Approach into CYXC
4. Engine Failures

Student #2

1. Depart CYXC
2. Approach into CYCG
3. Approach into CZGF
4. Enroute Emergencies

Next simulator session is the CRM Test.

Dual 1.5 hours

Date Completed: _____

Instructor Signature: _____

Student: _____ Mark ____/56 ____%

Aim

The aim of this session is to assess the student progress. The results of this flight test will contribute to the semester Flight Lab mark.

Acceptable Performance

A total mark of 60% or greater is required to pass. Students scoring less than 60% will be required to complete additional training and to repeat this syllabus lesson.

References

CRM techniques and SOPs

Flight Sequence (Night)**Trip 1 as Captain or First Officer**

						Mark
1. Depart CYYJ	1	2	3	4	x 1	_____
2. Approach CYXX	1	2	3	4	x 1	_____
3. Depart CYXX	1	2	3	4	x 1	_____
4. Approach CYVR	1	2	3	4	x 1	_____
5. Engine Failure	1	2	3	4	x 1	_____
6. System Failures	1	2	3	4	x 1	_____
7. Leadership (Captain Ability) or						
8. Leadership (First Officer Ability)	1	2	3	4	x 1	_____
	Total					_____

Trip 2 as Captain or First Officer

1. Depart CYVR	1	2	3	4	x 1	_____
2. Approach CYYJ	1	2	3	4	x 1	_____
3. Depart CYYJ	1	2	3	4	x 1	_____
4. Approach CYXX	1	2	3	4	x 1	_____
5. Engine Failure	1	2	3	4	x 1	_____
6. System Failures	1	2	3	4	x 1	_____
7. Leadership (Captain Ability) or						
8. Leadership (First Officer Ability)	1	2	3	4	x 1	_____
	Total					_____