



AAA flight academy

Standard of Procedure
Administration
(SOP-A)

First Edition
2018

About us:

AAA aviation academy is a family-oriented academy. Growing and expanding on a solid base, dedicated to deliver the highest quality of professional flight training.

Our primary objective is to provide our students with the highest level of training, education, and professionalism in the Aviation Industry. We are diverse and wish to create healthy relationships worldwide and provide a multi-cultural experience that welcomes all prospective pilots. AAA Flight Academy will provide guidelines to pilots to achieve their goals. We offer a unique combination of professional training with very cost-effective pricing

If becoming a professional pilot is your dream, you've come to the right place. AAA Aviation Flight Academy is:

- A Transport Canada approved flight training unit.
- A PTIB Designated school <http://www.privatetraininginstitutions.gov.bc.ca> (Institution Ministry of Advanced Education)
- EQA (Education Quality Assurance) Designated School with a DLI (Designated Learning Institute) Number for the international students.
- Well-maintained aircraft fleet according and under supervision of Transport Canada rules and regulation.
- AAA aviation offer different payment plans to make your dream come true with AAA aviation.



OUR COURSES:

Student Pilot Permit SPP

Requirements:

Age: minimum of 14 years old

Medical Fitness: Medical Category 1, 3 or 4

Knowledge: Obtain a minimum of 90% in the written examination PSTAR completed at a Transport Canada Facility.

Privilege: Student Pilot Permit in addition to the Radio license is essential for the student to undergo dual training and fly solo

Recreational PILOT LICENCE - Airplane RPL

Requirements:

Age: minimum of 16 years old

Medical Fitness: Medical Category 1, 3 or 4

Knowledge: minimum of 60 percent (60%) in the overall written (RPPAE), or Private Pilot License – Airplane (PPAER)

Experience

- 25 hours of total recreational pilot flight training under the direction and supervision of the holder of a flight instructor rating - airplane in airplanes operating with a Certificate of Airworthiness.
- The flight training shall include a minimum of:
 - a) 15 hours dual instruction flight time, including a minimum of 2 hours cross-country flight time, and (amended 1998/03/23; previous version)
 - b) 5 hours solo flight time.

Skill

Within the 12 months preceding the date of application for the permit, an applicant shall successfully complete a flight test as pilot-in-command of an airplane

PRIVATE PILOT LICENCE – Airplanes PPL

Requirements

Age: An applicant shall be a minimum of 17 years of age.

Medical Fitness: The license is maintained by a valid Category 1 or 3 Medical Certificate.

Knowledge:

- Overall written examination Private Pilot License - Airplane (PPAER):
- Completed a minimum of 40 hours private pilot airplane ground school instruction
- Obtained a minimum of 60% in each of the following four mandatory subject areas as well as in the

Experience

- An applicant shall have completed a minimum of 45 hours private pilot flight training in airplanes under the direction and supervision of the holder of a Flight Instructor Rating - Airplane.
- The flight training shall include a minimum of:
 - (i) 17 hours dual instruction flight time
 - (ii) 12 hours solo flight time,

Skill: Within the 12 months preceding the date of application for the license, an applicant shall successfully complete a flight test as for the Issuance of a Private Pilot License – Airplane”

COMMERCIAL PILOT LICENCE CPL

Requirements

Age: An applicant shall be a minimum of 18 years of age.

Medical Fitness: Category 1 Medical Certificate.

Knowledge:

- An applicant shall have completed a minimum of 80 hours commercial pilot airplane ground school Written Examination
- Shall have obtained a minimum of 60% in written examination Commercial Pilot License — Airplane (CPAER)

Experience

- Have completed, subject to paragraph (b), a minimum of 200 hours flight time in airplanes, of which a minimum of 100 hours shall be pilot-in-command time
- Following the issuance of a private pilot license — airplane by Canada or another contracting state, have completed 65 hours of commercial pilot flight training in airplanes consisting of a minimum of:
 - (A) 35 hours dual instruction flight time, under the direction and supervision of the holder of a Flight Instructor Rating — Airplane, including:
 - (I) 5 hours night, including a minimum of 2 hours of cross-country flight time;
 - (II) 5 hours cross-country, which may include the cross-country experience
 - (III) 20 hours of instrument flight time
 - (B) 30 hours solo flight time including:
 - (I) 25 hours solo flight time emphasizing the improvement of general flying skills of the applicant which shall include a cross-country flight to a point of a minimum of 300 nautical mile
 - (II) 5 hours solo flight time by night during which a minimum of 10 takeoffs, circuits and landings were completed.

Skill

Within the 12 months preceding the date of application for the license, an applicant for a commercial pilot license — airplane shall successfully complete a flight test as pilot-in-command of an airplane,

Privilege:

NIGHT RATING NR

In flight Instruction:

An applicant for a night rating shall have acquired in airplanes a minimum of **20 hours** of pilot flight time which shall include a minimum of

10 hours of night flight time including a minimum of:

- 5 hours dual flight time, including 2 hours of cross-country flight time
- 5 hours solo flight time, including 10 takeoffs, circuits and landings, and

10 hours of Dual instrument time

Credit for a maximum of 5 hours of the 10 hours of dual instrument time may be given for instrument ground time

OVER THE TOP RATING OTT

15 hours of instrument training, of which 5 hours can be done in a simulator

A day in the life of a full-time student:

Full-time students are expected to be active in their studies. The course is consisting of two parts. The Ground part and the flight part. Full-time students will fly at least 3-5 times a week.

Students are expected to study for at least 4 hours for every hour in the classroom. To fly one-hour, students are expected to prepare for at least 3 hours to maximize the benefit of the lesson.

Aviation has different licenses. The most intensive one is the Private Pilot License which is the HUB of all the other licenses. Shall you spend and invest a proper amount of time and effort in this License will make the other courses easier and more economic. Learning to fly is an intensive, emotional endeavor. It is not simply a physical manipulation of the controls.

How does learning to fly work?

There are requirements including (ground requirements, flight training requirements, flight training device time (optional), and flight test standard requirements). To achieve these requirements, students must go through two parts to learn to fly. The flight training and Ground class.

Ground requirements, includes those subjects that are required for the written exam. Ground School can be done in a group setting, one on one with a flight instructor, or online as a distance learning course. Each one-hour ground class requires 4 hours of preparation to be efficient and absorb the information.

Flight Training. This includes the actual flight exercise. It is one to one training. Each flight includes a preflight briefing, flight and post flight briefing. Each one-hour flight required at least three hours preparation to digest and absorb the information and be ready for the next exercise.

You do not need to complete ground school before you start flight training. We suggest doing ground school and flying at the same time. What you learn in theory you can put to practical use in the airplane and the lesson will be better remembered. In bad weather, try to focus on the ground classes.

Flight is not an easy course, especially at the beginning. It became difficult, expensive and inconvenient if you do not plan for it probably. It has a lot of information that necessitate a motivated and very clear mind person. The good news is that most of the information in the Private License course is repeated especially in Commercial course, Instructor Rating course and instrument flight course. Private Pilot course is the hub and the base of the other courses. That's mean, the more effort and time you invest in the course the more time and money you will save in the other courses.

Hints on saving money during flight training

I-FLY OFTEN

Pursuing flight training in as short an amount of elapsed time as possible will ensure that you are learning something new each time you go out, instead of trying to re-learn things you were taught last time. As a minimum, try to fly twice or three times per week.

II-PREPARE FOR LESSONS

The more time and preparation you put into preparing for the next lesson the more you will get out of it. Prepare for the lesson by reading the manuals, memorizing the procedures, and visualizing the exercises.

III-PLAN YOUR TRAINING INTELLIGENTLY

Where the requirements for one course are covered in another course, make sure you take the courses in an order so as to minimize the amount of flying you have to do. For instance, doing the instrument rating and the commercial pilot license concurrently may minimize the amount of instrument training you will have to do.

IV-MAKE YOUR SELF BUSY:

Remember that each course has a reading and practical portion. In a good weather, Plan for regular flights and prepare for the air exercises. In a bad weather, focus on the ground and written exam.