

STANDARD 421 Flight Crew Permits, Licenses	Student Permit 421.19	Recreational Permit 421.22	Private Pilot 421.26	CPL 421.30	ATPL 432.34
(1) Age	14	16	17	18	21
(2) Medical Fitness CAME TP 13312	Category 4,3,1 or medical declaration	Category 4, 3 or 1	Category 3 or 1	Category 1	Category 1
(3) Knowledge - GND School - Hours and Subjects	90% on PSTAR corrected to 100%	60% in RPPAE Recreational Permit Aeroplane - Air Law, Navigation, Meteorology, Aeronautics OR PPAER Private Pilot exam	40 hours ground school, 60% in Air Law, Navigation, Meteorology, Aeronautics	80 hours Air Law, Navigation, Meteorology, Aeronautics and General Knowledge. 100 Questions. 3 1/2 hrs. 60% Required (I) Canadian Aviation Regulations, 5 hrs (II) Aerodynamics & Theory of Flight, 5 hrs (III) Meteorology, 20 hrs (IV) Airframes, Engines and Systems, 10 hrs (V) Flight Instruments, 5 hrs (VI) Radio and Electronic Theory, 10 hrs (VII) Navigation, 10 hrs (VIII) Flight Operations, 5 hrs (IX) Licensing requirements, 5 hrs (X) Human Factors, PDM, 5 hrs	70% SAMRA (meteorology, radio navigation, flight planning) SARON (Air Law, Aeroplane Operation Navigation) INRAT
(4) Experience	Instructor ensures satisfactory standard for solo. Authorized person checks citizenship, age, medical, fitness & knowledge met	25 hours training, 15 dual (2 dual cross country), 5 solo	45 hours, 5 max simulator, 17 dual (3 cross country), 12 solo (5 cross country), 5 instrument (3 max ground), 150 NM triangle	200hrsTT, 100hrs PIC this must include 20hrs x-country. 65hrs dual CPL training this must include 35hrs dual with instructor. 5hrs at night-must include a 2hr x-country. 20hrs of hood time. 30 hrs Solo-must include 25hrs solo improvement. 300NM x Country-5 hrs solo night 10 circuits.	250 PIC (max 100 under supervision, 100 cross country (25 night XC)), 100 night, 100 more cross country PIC or 200 SIC, 75 instrument (max 25 SIM), 1500 total (900 aeroplanes), CAT 1 Multi Engine Instrument
(6) Credit		all dual and solo in ultra light	For helicopter pilots, 40 hours reduced to 20 ground school, 30 hours aeroplanes, gyroplane 15 hours, glider 5 hours, ultra light 10 hours.		50 glider, ultra light 50 hours
(7) Credits for Foreign Applicants		meet experience, 90% PSTAR, 5 Take off/Landing in last 6 months			
Min. Hours required before written Exam	N/A	10	10	100 CAR 421.30	100
Min. Hours to Flight Test CAR 421.14	0	25 hrs	35 hrs	75% of Total Time required = 150 hrs	
Min Total hours required to license or rating	None	25	45	200	1500
Steep Turn Ex. 9		N/A	+/-100' +/-10kts +/-10° AoB +/-10° HDG	+/-100' +/-10kts +/-5° AoB +/-10° HDG	
Slow Flight Ex 11		"Suitable Control"	+/-100' +/-10kts +/-5° AoB +/-10° Roll Out	+/-100' +/-10kts +/-5° AoB +/-10° Roll Out	
Stall Ex. 12			Prompt recovery, min altitude loss, avoid secondary stall (Power on/off)	Prompt recovery, min altitude loss, avoid secondary stall (Power on/off)	
Spiral Ex. 14		Prompt/smooth recovery without excessive altitude loss or exceeding a/c limitations	Prompt/smooth recovery without excessive altitude loss or exceeding a/c limitations	Prompt/smooth recovery without excessive altitude loss or exceeding a/c limitations	
Slipping Ex 15		Smooth entry/recovery, maintain flight path, no skidding	Smooth entry/recovery, maintain flight path, no skidding	Smooth entry/recovery, maintain flight path, no skidding	
Normal T.O. Ex. 16		+10kts/-5kts, Maintain C/L	+10kts/-5kts, Maintain C/L	+10kts/-5kts, Maintain C/L	
Short Ob. T.O. Ex 16		+10kts/-5kts, Maintain C/L	+10kts/-5kts, Maintain C/L	+10kts/-5kts, Maintain C/L	
Soft T.O. Ex 16		+10kts/-5kts, Maintain C/L	+10kts/-5kts, Maintain C/L	+10kts/-5kts, Maintain C/L	
Circuit Ex 17		+/-100'	+/-100'	+/-100'	
Normal Landing Ex. 18		+10kts/-5kts, 1/3 of RWY	+10kts/-5kts, TD 400/50	+10kts/-5kts, TD 400/50	
Short OB. Landing Ex 18		+10kts/-5kts, TD 200/50	+10kts/-5kts, TD 200/50	+10kts/-5kts, TD 200/50	
Overshoot Ex 18					
Power off 180° Ex18		N/A	N/A		
Landing Alignment Ex18		Over C/L	15' offset of C/L		
Precautionary Ex21		+10/-5 KTS	+10/-5 KTS	+10/-5 KTS	+10/-5 KTS
Forced Approach Ex22					
Navigation Ex 23		+/-200'	+/-200', +/- 10° HDG	+/-200', +/- 10° HDG	+/-100', +/-10kts, +/- 10° HDG
Diversion Ex 23			+/-200', +/-10kts, +/- 10° HDG		
Full Panel Ex 24		N/A	+/-200', +/-15kts, +/- 15° HDG		
Limited Panel Ex24		N/A	N/A		
Radio Nav. Ex24		N/A	N/A		
Altitude				+/-100 feet	
Heading					
Airspeed					
Privileges	401.19 (a) the flight is conducted for the purpose of the holder's flight training; (b) the flight is conducted in Canada; (c) the flight is conducted under day VFR; (d) flight conducted under supervision of person qualified to provide Training, no passenger is carried on board, but if integrated Course. day or night VFR training	401.22 day VFR, single-engine aeroplane, not high-performance, designed to carry a maximum of four persons, no more than one passenger carried, ultra-light aeroplane, any aircraft for the sole purpose of the holder's flight training with flight instructor (no passenger) or flight test	401.26 pilot-in-command or co-pilot of class and type endorsed, ultra-lights, any aircraft for the sole purpose flight training or flight test (flight training under supervision flight instructor, no passenger)	401.30 commercial pilot licence - day or night, (a) privileges of a private pilot (b) privileges of VFR OTT; (c) provide commercial air service in class and type licence endorsed (i) pilot-in-command if the minimum flight crew of one pilot, or (ii) co-pilot of the aeroplane; (d) if qualified flight instructor with section 425.21 of Standard 425 - Flight Training, conduct flight instruction; and (e) private pilot privileges until end of medical validity for the private pilot licence. (2) issue commercial pilot licence endorsed for daylight flying only, remove restriction if applicant meets the night flight time requirements	Car 401.34 (1) Subject to subsection (2), the holder of an airline transport pilot licence - aeroplane may exercise the privileges of a private pilot licence - aeroplane and a commercial pilot licence - aeroplane. (2) The holder of an airline transport pilot licence - aeroplane endorsed with a Group 1 instrument rating may, while engaged in providing a commercial air service by means of an aeroplane of a class and type in respect of which the licence is endorsed with a rating, act as (a) pilot-in-command of the aeroplane, if the minimum flight crew document for that aeroplane specifies a minimum flight crew of two pilots; or (b) co-pilot of the aeroplane.