

Commercial Pilot Training Integrated Courses

February, 2002

Questions and Answers

1. What is an integrated course?

An integrated course is an approved course of pilot training developed using principles of instructional systems design, in which all instructional stages are completed as one continuous course, and in which ground and flight training elements are interrelated and sequenced to provide for efficient achievement of the learning objectives.
2. Does Canada need integrated courses of commercial pilot training?

Yes. This was recommended by the Regulation of Flight Training Working Group. The need is reflected in reports such as the Safety of Air Taxi Operations Task Force (SATOPS). Flight instructors, flight school operators, civil aviation inspectors, and flight test examiners have all supported this initiative. As well, other aviation authorities, notably the FAA and JAA, have comparable courses that are successful.

Standards for two integrated courses have been developed. One is for an integrated course leading to a commercial pilot licence. This is the CPL(A) course. The other is the integrated course leading to a commercial pilot licence, a multi-engine class rating, and a Group 1 instrument rating. This is the CPL(A)/IR course.
3. Does this mean that the quality of Canadian flight training is being questioned?

Not at all. Canada continues to have an excellent reputation in flight training and the Canadian pilot licences continue to be highly valued. But we didn't get this reputation by standing still. Through good training design, important operational and safety benefits can be realized. That's why TC and industry are working together in this initiative.
4. Why do we need two pathways to the commercial licence?

Most of the world uses two pathways. ICAO specifies "approved" and "unapproved" courses. Until the eighties, Canada always had approved and unapproved courses. As it is less structured, the regular course will continue to call for more overall flight experience, e.g. 200 hours vs 150 hours for CPL(A) course.

5. What skills do commercial pilots need today? A task analysis for commercial pilots has been developed and is available. It can be used to develop learning objectives for a course.
6. How many flight hours are required for the CPL (A) integrated course? 150 hours is required for the CPL(A) course, including all flight tests, which is the ICAO minimum standard for an approved course. Of these, a minimum of 80 hours must be dual and 70 pilot-in-command. It should be noted that ICAO standard limits credit for use of a ground trainer to 10 hours for a CPL(A) integrated course. This parallels the JAA integrated commercial course and the FAA Part 141 course. Because this is a reduction from the present requirement for 200 hours, the course must be designed with care to ensure that all the necessary skills are developed.
7. How many hours are required for the CPL(A)/IR course? 190 hours, including all flight tests. A minimum of 100 hours must be dual and 90 pilot-in-command.
8. How much ground school is required? 300 hours is required for the CPL (A) course and 400 hours for the CPL (A)/IR course. Ground training includes, not only classroom time and preparatory ground instruction, but also CBT, interactive video, distance learning, and other media. At least 50% of the ground school would have to be classroom-based. The remaining ground school could be structured self-study, CBT, field trips, etc.
9. Can a freelance instructor offer this training? No.
10. Is an operations manual required? Yes. An operations manual is an important instrument in ensuring operational control and program quality.
11. Is a training manual required, as for the JAA courses? Yes. A training manual is the heart of a structured training course, consisting of the syllabus for dual and solo flight training, synthetic flight training, and ground school training and the overall plan for making the whole course work. For schools developing integrated courses, this is where most of the work will be needed.

12. Is there a requirement for advanced aircraft experience? Five hours is required on complex aircraft. A complex aircraft is an aircraft with retractable gear and a constant speed propeller. A complex seaplane is one with flaps and a constant speed propeller.
13. The U.S. and European countries require that the CPL flight test be done on a “complex” aircraft. Are we requiring this in Canada? It is not a requirement now but it is a step that Canada will likely have to take in the future.
14. Are progress tests required? Progress tests are essential. One of these is a VFR navigation progress test. This test is done by check instructors appointed and trained by the CFI. The results of the tests are kept on the students’ files. Progress tests are also expected during ground school. These would take the form of written tests that would be kept on the student’s training record at the school.
15. Are there educational standards for entering the integrated course? Yes. Completion of secondary school, or equivalent, is required for enrollment in an integrated course.
16. Must the course be completed within a certain period of time? The CPL(A) integrated course must be completed within a minimum of 9 months and a maximum of 24 months from the date of the date of enrollment and the CPL(A)/IR course must be completed within 36 months.
17. What medical standard applies? A Category 1 medical must be held before the first solo is completed.
18. Do instructors need special training for the integrated course? Any holder of a valid flight instructor rating, aeroplane, can conduct the initial stage of this training. But to instruct in the advanced phases beyond the VFR navigation progress test, an instructor is required to have 500 hours total time and 200 hours of flight instruction unless he holds an ATPL, in which case the 200 hours instructor experience is not required.

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| 19. Must instructors teaching aerial work hold an instructor rating? | No. The CFI is responsible for their training in instructional methods. The required training should be set out in the operations manual. |
| 20. Can someone holding a PPL still take the integrated course? | Yes. A 30-hour credit is given, with a maximum of 20 hours dual and 10 hours solo. |
| 21. Is the existing 200-hour course maintained? | An integrated course cannot be suitable for everyone. The present 200-hour course will continue to exist although the required ground school will increase to 80 hours. |
| 22. Is an enrollment certificate required? | Yes. The school has to issue an enrollment certificate that meets the standard. |
| 23. Is a graduation certificate required? | Yes. The school has to issue a graduation certificate that meets the standard. |
| 24. Is there a requirement for extra night cross-country experience? | No, but the 25 hours of night cross-country required for an ATPL is often a barrier for applicants. Some schools may want to enhance this element of the course to move their students closer to the ATPL experience requirements. |