



Flight Training Program Outline

Commercial Pilot Licence – Aeroplane

www.nearnorthaviation.com

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Preamble

Welcome to Near North Aviation! We strive to be Central and Southern Ontario's premier flight training destination. Operating as B. P. Flight Training, we are doing business as Near North Aviation and have been providing quality flight training personally tailored since 2001. Since our inception, we have trained hundreds of private and commercial pilots.

With two locations, we provide options for convenient services to better meet your needs. Based at the Parry Sound Airport and Grand River Executive Airport (just outside of the GTA), Near North Aviation offers professional flight training with a hometown feel.

This **Commercial Pilot Licence Program Outline** is intended as a reference document for use during your Commercial Pilot Training. It is provided to each student in accordance with the Canadian Aviation Regulations (CARs) section 425.13 giving background knowledge regarding the training program that you are undertaking. In it, you will find a breakdown of the training program, associated costs, a training syllabus, and a selection of relevant policies employed by the Flight Training Unit (Near North Aviation).

If you should have additional questions or concerns regarding the Commercial Licence, please consult any of our friendly staff members. They will be happy to assist you.

Thank you for choosing Near North Aviation as you embark on this next step of your training. Please enjoy every moment, have fun and fly safe.

Privileges

The holder of a valid Commercial Pilot Licence, may act as pilot in command of all single crew aircraft in respect of which they are endorsed to fly. The holder of a valid Commercial Pilot Licence may fly for hire or reward in a commercial Air Service under CAR part VII, or as a flight instructor if in possession of a Flight Instructor Rating. Additionally, to the holder may be able to fly privately (recreationally), exercise a VFR OTT Rating and act as a co-pilot. (Ref. CAR 401.30 and STD 421.30).

Requirements

Pre-Requisites

Applicants for the Commercial Pilot License Program shall:

- Hold a valid Private Pilot Licence
- Hold a valid Medical Certificate, category 1;
- Be at least 18 years of age.

Knowledge Requirements

This program focuses on in-depth ground and flight instruction. Ground School consists of 80 hours of in class or online training to prepare the applicant for the requirement of the Transport Canada written examination. Subjects to be covered include:

Canadian Aviation Regulations	Radio and Electronic Theory
Aerodynamics and Theory of Flight	Navigation
Meteorology	Flight Operations
Airframes, Engines and Systems	Licensing Requirements
Flight Instruments	Human Factors including Pilot Decision Making

A pass mark on the Transport Canada written examination shall be 60% in each of the four mandatory subject areas:

1. Air Law - regulations, rules and orders, air traffic services, practices and procedures, and licensing requirements relevant to the license,
2. Navigation - navigation, radio aids and electronic theory,
3. Meteorology, and
4. Aeronautics - General Knowledge - airframes, engines and systems, theory of flight, flight instruments and flight operations.

Experience

An applicant for a Commercial Pilot Licence shall have completed a minimum of 200 hours Flight Time in which a minimum 100 hours shall be pilot-in-command time including 20 hours cross country pilot-in-command flight time.

Following the issuance of a Private Pilot Licence, Flight Training consists of a minimum 65 hours of flight instruction preparing the applicant for a Transport Canada flight test. The 65 hours must include the following minimum hour requirements:

- 35 Hours of Dual Flight Instruction; including at least:
 - 5 Hours Dual Cross-Country;
 - 5 Hours Night, including a minimum of 2 hours of cross-country (may be credited from the completion of a Night Rating)
 - 20 Hours Instrument Flight Time (Max. 10 hours in a Simulator)
- 30 Hours of Solo Flight Time; including at least:
 - 25 Hours improving general flying skills
 - 5 Hours solo time at night, to include 10 take-offs, circuits and landings
 - 300nm Cross-Country including a minimum of 3 landings at points other than the departure

Skill

Within 12 months preceding the date of application for the licence, an applicant for the Commercial Pilot Licence shall complete a flight test to the minimum standard outlined in the *Schedule 4 – “Flight Test for the Issuance of a Commercial Pilot Licence – Aeroplane”* of Standard 428 – Conduct of Flight Test.

Credits

A variety of credits are available to holders of a pilot permit or licence in other aircraft categories. The Canadian Aviation Regulations section 421.30(7) provides more information about credits applicable to those wishing to pursue a Commercial Pilot Licence – Aeroplane.

Cost Breakdown

This cost breakdown represents minimum training times required by the Transport Canada Civil Aviation Standards in Commercial Pilot Training. Additional training may be necessary. There are 3 optional programs to choose from with the difference being the aircraft type to be trained on.

Program 1 Option: Aircraft Type – Cessna 172

Ground School Classes with Study Kit	\$ 900.00
15.5 Pre & Post Flight Ground Briefing - \$90/hr.	\$ 1,395.00
35 hrs. Dual Flight Instruction – \$285/hr.	\$ 9,975.00
30 hrs. Solo Flight (No instruction) – \$195/hr.	\$ 5,850.00
Flight Test: 2.5hrs for aircraft charged at the Solo Flight Rate	\$ 487.50
Flight Test Examiner Fee (variable from \$350 to \$500)	\$ 500.00
Medical, Transport Canada Exam & Licensing Fees	\$ 555.00

Total: \$19,662.50

Program 2 Option: Aircraft Type – Cessna 150 or 152

Ground School Classes with Study Kit	\$ 900.00
15.5 Pre & Post Flight Ground Briefing - \$90/hr.	\$ 1,395.00
35 hrs. Dual Flight Instruction – \$260/hr.	\$ 9,100.00
30 hrs. Solo Flight (No instruction) – \$165/hr.	\$ 4,950.00
Flight Test: 2.5hrs for aircraft charged at the Solo Flight Rate	\$ 412.50
Flight Test Examiner Fee (variable from \$350 to \$500)	\$ 500.00
Medical, Transport Canada Exam & Licensing Fees	\$ 555.00

Total: \$17,812.00

Program 3 Option: Aircraft Type – Piper Cherokee

Ground School Classes with Study Kit	\$ 900.00
15.5 Pre & Post Flight Ground Briefing - \$90/hr.	\$ 1,395.00
35 hrs. Dual Flight Instruction – \$275/hr.	\$ 9,625.00
30 hrs. Solo Flight (No instruction) – \$200/hr.	\$ 6,000.00
Flight Test: 2.5hrs for aircraft charged at the Solo Flight Rate	\$ 500.00
Flight Test Examiner Fee (variable from \$350 to \$500)	\$ 500.00
Medical, Transport Canada Exam & Licensing Fees	\$ 555.00

Total: \$19,475.00

Notes for all options:

The required Transport Canada written exam fee is not included, nor additional study material if required.
Prices are subject to change without notice.

**Prices do not include HST and are subject to change without notice. **

Training Syllabus

Due to the complex nature of the Commercial Pilot Licence, the training syllabus is broken down into phases with average hours spent on each phase described. This Course Outline assumes that **no night rating has yet been completed**.

Phase #	Topics Covered
1	<u>Night Rating</u> – 5 hours of dual flight time including 2 hours of dual night cross-country, 5 hours of solo night instruction flight time including 10 take-offs, circuits and landings. 10 hours of dual instrument training (Max. 5 hours may be in a simulator).
2	<u>Cross-Country & Time Building</u> – Series of day & night cross-country flights gradually increasing in size in order to prep for the 300NM solo cross-country.
3	<u>300 NM Solo Cross-Country</u> – solo cross country travelling a distance not less than 300NM radially from the point of departure, including at least three landings at points other than that of departure.
4	<u>Instrument Flight Training</u> – Full & Partial Panel instruments, GPS usage, introduction to ILS, VOR, NDB, GPS approaches
5	<u>Flight Test Preparation</u> – Review of CPL Flight Test Standards and dual practice of exercises
6	<u>Pre-Flight Test</u>
7	<u>Review and Preparation</u>
8	<u>Flight Test</u>

Rules and Policies

Rental/Solo

All solo flights in a Near North Aviation aircraft must be authorized by a Near North Aviation flight instructor. For more information on rental policies please see our rental dispatch policy.

Weather Minima

The following **actual and forecast** weather standards are required for the dispatch of a Near North Aviation aircraft.

Dual Flight Training VFR	Ceiling	Visibility	Temperature Limit	Crosswind Component	Upper Winds Limit
Local ¹	1500 feet	5 SM	-20°C to +35°C	Instructor's Discretion	40 knots
Circuits (Day)	1000 feet	3 SM			
Circuits (Night)	1500 feet	5 SM			
Cross-Country (Day)	3500 feet	10 SM			
Cross-Country (Night)	4500 feet	10 SM			

Solo Flight Training	Ceiling	Visibility	Temperature Limit	Crosswind Component	Upper Winds Limit
Local ¹	2500 feet	10 SM	-20°C to +35°C	MDCWC ² per Aircraft POH	40 knots
Circuits (Day)	1500 feet	5 SM			
Circuits (Night)	2000 feet	5 SM			
Cross-Country (Day)	3500 feet	10 SM			
Cross-Country (Night)	4500 feet	10 SM			

1. Local flights must occur within 10 NM of Grand River Executive Airport.

2. Maximum Demonstrated Crosswind Component

Forecast turbulence along the intended route of flight must be light or moderate only.

No flight shall take place within any of the following reported weather / environmental conditions:

- Within 10NM of thunderstorms
- In icing conditions
- Whiteout conditions
- Windshear conditions
- Forest fires

Fuel Reserves

Pilots shall ensure that, for all flights, enough fuel is carried on board to:

- Fly to the destination; and
- Continue flying for an additional 60 minutes at cruise power.

Flight Training Restrictions

All training flights in the practice area shall be conducted at a safe and legal altitude consistent with the Near North Aviation FTOM and as per the authorizing flight instructor's requirements.

Students shall monitor 123.2 in the vicinity of Grand River Airport (CPP6). Beyond the area where traffic are monitoring 123.2, the common frequency 122.92 can be monitored as per the Toronto VTA.

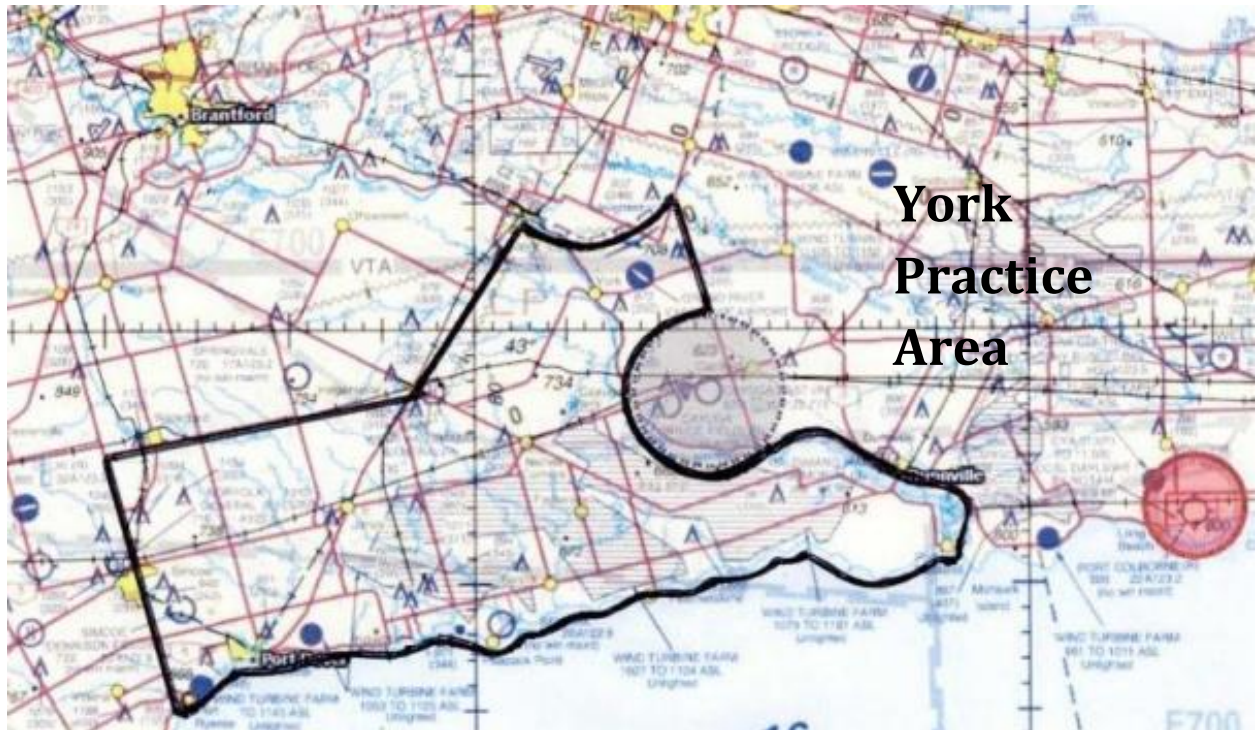
Students shall follow the appropriate procedures to depart and/or join the CPP6 circuit when departing for or returning from the practice area.

Students shall be familiar with sufficient geographic landmarks to recognize the boundaries of the Hamilton (CYHM) Control Zone and avoid it unless prior communication is obtained from CYHM tower. Special caution to not enter Hamilton CYHM Control Zone should be exercised while departing, joining or flying the CPP6 circuit pattern.

Students shall be familiar with sufficient geographic landmarks to recognize the boundaries of the Cayuga East parachute area and avoid the area within 3nm of Cayuga East Airfield (CAF2).

Flight over water beyond gliding distance to land is prohibited.

Practice Area Map



Dispatch Procedures

No flight shall be dispatched from Near North Aviation unless the following conditions are met:

1. All student training flights must be authorized by a flight instructor and acknowledged by the student prior to flight.
2. All student pilots must receive a pre- and post-flight briefing appropriate to the training flight. Pre-flight briefings shall include a review of airworthiness consideration, weight and balance and weather information for the proposed flight.
3. Pre-flight inspections must be carried out prior to all training flights. The use of a stepladder when checking fuel in wing tanks of high-wing aircraft is mandatory.
4. Survival kits appropriate to the season and terrain shall be carried on board all cross-country flights when conducted more than 25nm from the home base.
5. Clothing appropriate for the weather and season shall be worn while operating an aircraft dispatched from Near North Aviation.
6. All student pilots will require a “winter operations” briefing prior to being dispatched in a Near North Aviation aircraft between November 1st and March 31st.
7. The appropriate flight sheet entries and or journey log entries shall be completed upon termination of all local and cross-country flights.

Circuits in Training Aircraft

Touch-and-go circuits in aircraft operated by Near North Aviation are prohibited on runways shorter than 4000 feet.

Reporting of Defects

Any defects found must be reported to the Dispatcher or Person Responsible for Maintenance (PRM) for further consideration. All defects must be appropriately recorded in the journey logbook.

Care of Aircraft

A tow bar must be used to move aircraft when they are on the ground with the engine turned off.

After every flight the control locks shall be inserted, and the aircraft secured in the assigned tie down site.

For cross-country flights where full stop landings occur, and the aircraft is left unattended, the control locks must be inserted, and the aircraft prevented from moving either with wheel chocks or tie down ropes, whichever is appropriate for the wind conditions and parking area. For all overnight parking, tie down ropes and chocks must be used to secure the aircraft.

Procedures for Unscheduled Landing

In the event of a forced landing, precautionary landing, or landing due to maintenance difficulties, student pilots shall take the appropriate action to ensure their own safety and well-being. They must also call any of the following flight watch numbers for further assistance.

Near North Aviation- Parry Sound	(705) 378-0981
Near North Aviation- York	(905) 679-5577
Garret Bannerman-Maxwell (President)	(647) 628-5132
Dave Wilson (CFI)	(647) 410-4179
London FIC	1-866-541-4106
Parry Sound Airport	(705) 378-2897

Under no circumstances shall the pilot attempt to take off before communicating with the appropriate personnel.