



Flight Training Program Outline

Multi-Engine Rating

V2.0 October 2025

**Please note that these programs do not require approval
under the Private Career Colleges Act, 2005**

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Preamble

Welcome to Near North Aviation! We strive to be Central Ontario's premier flight training destination. Formerly operating as B. P. Flight Training, we have been providing high quality flight training since 2001. Since our inception, we have trained hundreds of private and commercial pilots and continue to be an integral member of the Georgian Bay community. Based in Parry Sound and York, Near North Aviation offers professional flight training at an airport with a hometown feel.

This Multi-Engine Rating program outline is intended as a reference document for use during your training here. It is given to each student in accordance with section 425.13 of the Canadian Aviation Regulations and provides 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.

If you should have additional questions or concerns regarding the Multi-Engine Rating, please consult Dispatch or a flight instructor. They will be happy to assist you.

Thank you for choosing Near North Aviation as you embark on this next step of your training. Have fun and fly safe.

Privileges

The holder of a valid Pilot Licence, endorsed with a multi-engine class rating, may act as pilot-in-command of aeroplanes powered by more than one engine.

Requirements

Pre-Requisites

Applicants for the Multi-Engine Rating Program shall:

- Hold a valid Private Pilot Licence or Commercial Pilot Licence;
- Hold a valid Medical Certificate, appropriate to the type of licence held;
- Be at least 17 years of age.

Knowledge Requirements

No written examination is necessary for the issuance of the Multi-Engine Rating.

Experience

No minimum flight time is required for the issuance of the Multi-Engine Rating.

Skill

An applicant for the Multi-Engine Class Rating shall complete a flight test to the minimum standard outlined in the *Flight Test Guide – Multi-Engine Class Rating, TP 219E*

Credits

No flight time credits are applicable to the Multi-Engine Rating.

Cost Breakdown

This cost breakdown represents **minimum training times**. Additional training may be necessary.

Item	Hours	Rate	Total
Dual Flight Instruction – Piper Seneca	9.5	\$499/hr	\$4,740.50
Aircraft Fee for Flight Test	1.2	\$499/hr	\$598.80
Pre- & Post-Flight Briefing	9.0	\$90/hr	\$810.00
Flight Test Fee	N/A	N/A	\$500.00
Transport Canada Licensing Fee	N/A	N/A	\$75.00
Grand Total			\$6,724.30

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

Training Syllabus

Flight #	Topics Covered	Times
1	Ex. 1-8, 12, 16-18, 29: Familiarization (Performance & Limitations, Weight & Balance, Documents & Airworthiness) *, Preparation for Flight, Ancillary Controls, Taxiing, Attitudes & Movements, Straight & Level, Climbs, Descents, Turns, Stalls, Engine failure from Cruise, Circuits, Introduction to Aircraft Systems	3.0 Ground Brief 1.5 Dual
2	Ex. 16-18, 29: Take-off and Landings (specialty take-off and landings), Maneuvering at Reduced Airspeeds, Aircraft Systems and Emergency Procedures.	1.0 Ground Brief 1.0 Dual
2	Ex.1-5, 9, 11-12, 16-18, 29: Steep Turns, Slow Flight, Stalls, Circuit, Single engine maneuvering, engine shutdown, Vmc, Simulated single engine approach and landing, Emergency Procedures	1.5 Ground Brief 1.2 Dual
3	Ex. 9, 12, 16-18, 29: Steep turns, Stalls, Full Feather Demonstration, Engine Failure from Overshoot, Emergency Procedures	1.5 Ground Brief 1.2 Dual
4	Ex. 3-5, 16-18: Review, Intentional engine shutdown, Circuits	0.5 Ground Brief 1.2 Dual
5	Review of steep turns and stalls, Engine failure, Single engine approach and landing, Circuits	0.5 Ground Brief 1.2 Dual
6	Pre-Flight Test	0.5 Ground Brief 1.2 Dual
7	Review of Weak Areas	0.5 Ground Brief 1.0 Dual
8	Flight Test	1.2 Flight Test
Total		9.0 Ground Brief 9.5 Dual 1.2 Flight Test

**Aircraft specific exam will be completed and kept on file.*

Rules and Policies

Weather Minima

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

Dual Flight Training	Ceiling	Visibility	Temperature Limit	Crosswind Component	Upper Winds Limit
Local¹	1500 feet	5 SM	-20°C	Instructor's Discretion	40 knots
Circuits (Day)	1000 feet	3 SM			
Circuits (Night)	1500 feet	5 SM			
Cross-Country (Day)	2000 feet	10 SM			
Cross-Country (Night)	2500 feet	10 SM			

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

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

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.

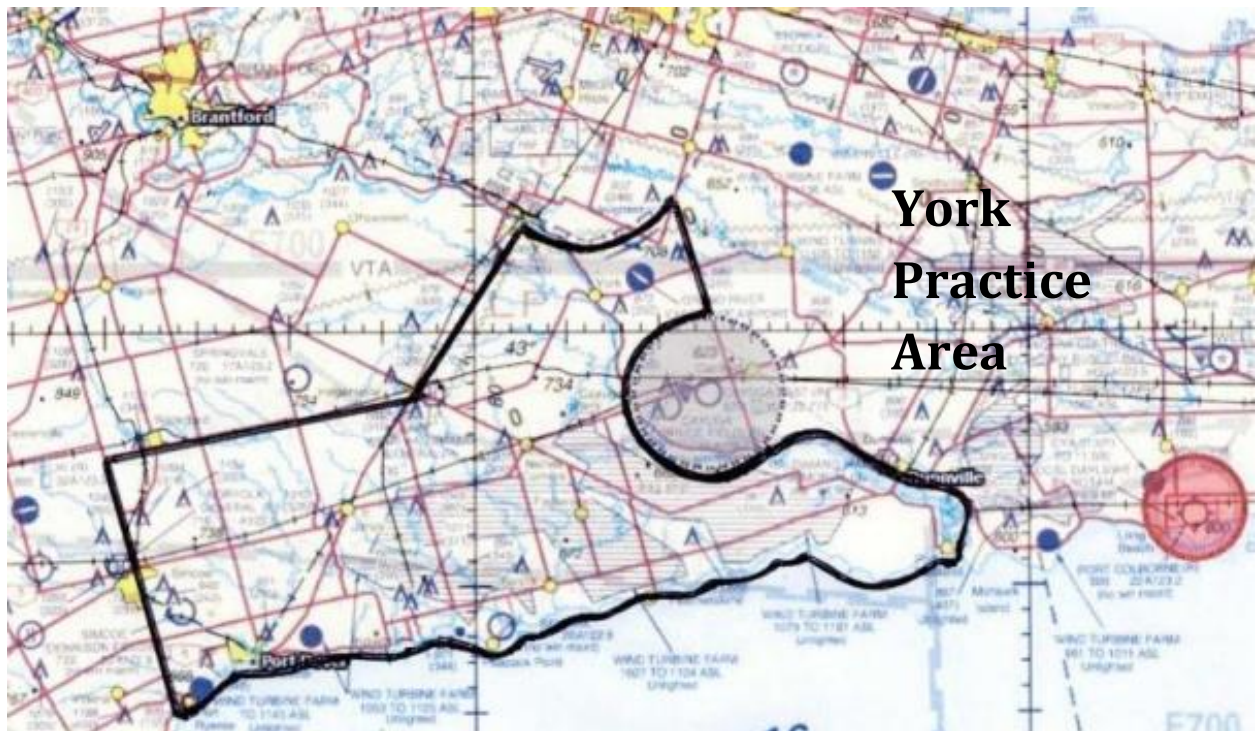
Students shall follow the appropriate procedures to depart and/or join the CPP6 circuit when departing for or returning from the practice area.

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 aircraft dispatched from Near North Aviation.
6. All student pilots will require a “winter operations” briefing prior to being dispatched 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 multi-engine aircraft operated by Near North Aviation are prohibited on runways shorter than 4000’.

Reporting of Defects

Any defects found must be reported to the Dispatcher or Maintenance Control Manager 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	1-866-992-7433
Parry Sound Airport	(705) 378-2897

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

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