



Flight Training Program Outline

Private Pilot Licence – Aeroplane

V3.0 October 2025

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

Table of Contents

<u>PREAMBLE</u>	3
<u>PRIVILEGES</u>	4
<u>REQUIREMENTS</u>	4
Pre-Requisites	4
Knowledge Requirements	4
Experience	4
Skill	5
Credits	5
<u>COST BREAKDOWN</u>	5
<u>TRAINING SYLLABUS</u>	6
<u>RULES AND POLICIES</u>	8
Rental/Solo	8
Weather Minima	8
Fuel Reserves.....	8
Flight Training Restrictions	9
Practice Area Map	10
Dispatch Procedures.....	11
Circuits in Training Aircraft.....	11
Reporting of Defects.....	11
Care of Aircraft	12
Procedures for Unscheduled Landing	12

Preamble

Welcome to Near North Aviation! We strive to be Southern 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 Private Pilot Licence 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 Private Pilot License, 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.

Privileges

The holder of a valid Private Pilot Licence, may act as pilot in command of light single engine aeroplanes, during the day in good weather conditions. They may transport as many passengers as the aeroplane can hold, up to a maximum of 9.

Requirements

Pre-Requisites

Applicants for the Private Pilot Licence Program shall:

- Hold a valid Medical Certificate, category 1 or 3;
- Be at least 17 years of age
- Hold a Radio Operator Certificate – Aeronautical

Knowledge Requirements

This program focuses on in-depth ground and flight instruction. Ground School consists of 40 hours of in class or online training to prepare the applicant for the Transport Canada written examination. Subject to be covered include:

- Air Law and Procedures
- Navigation and Radio Aids
- Meteorology
- Airframes, Engines and Systems
- Theory of Flight
- Flight Instruments
- Flight Operations
- Human Factors

Experience

Flight Training consists of a minimum 45 hours of flight instruction preparing the applicant for a Transport Canada flight test. The 45 hours must include the following minimum hour requirements:

- 17 Hours of Dual Instruction
- 3 Hours Cross-Country
- 5 Hours Instrument Flight Time (Max. 3 hours in a Simulator)
- 12 Hours of Solo Flight Time
- 5 Hours Cross-Country
- 150 nm Cross-Country

**Note: While it is possible to achieve the PPL within the minimums, the national student average is between 65 and 75 hours of flight training.*

Skill

An applicant for the Private Pilot License shall complete a flight test to the minimum standard outlined in the *Flight Test Guide – Private Pilot Licence- Aeroplane, TP 13723.*

Credits

A variety of credits are available to holders of a pilot permit or license in other aircraft categories. The Canadian Aviation Regulations section 421.26(6) provides more information about credits applicable to those wishing to pursue a Private Pilot Licence – Aeroplane.

Cost Breakdown

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

Item	Hours	Rate	Total
Dual Flight Instruction – Cessna 172	39	\$285/hr	\$11,115.00
Solo Flight Instruction –Cessna 172	15	\$195/hr	\$2,925.00
Pre- & Post-Flight Briefing	23	\$90/hr	\$2,070.00
Ground School	40	N/A	\$449.00
Ground School Kit	N/A	N/A	\$370.00
Medical, Transport Canada Exam & Licensing Fees	N/A	N/A	\$860.00
Grand Total			\$17,789.00

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

Training Syllabus

Flight #	Topics Covered	Times
1	Ex.1-5: Aeroplane Familiarization, Prep for flight, Ancillary Controls, Taxiing, Attitudes, and Movements	2.0 Ground Brief 1.0 Dual
2	Ex.6-9: Engine Start, Taxiing, Use of Checklists, Straight and Level, Climbs, Descents, Turns	1.0 Ground Brief 1.0 Dual
3-4	Ex.6-9; 16;30: Pre-Flight Inspection (supervised), Review of Ex. 6-9, Radio Communications, Take-off and Circuit departure, Navigation (heading & timing), Straight & Level at various airspeeds, Climbing & Descending at various airspeeds, Climbing & Descending turns, Circuit joining & approach	1.0 Ground Brief 1.0 Dual
5	Ex.6-10;16;18;30: Pre-Flight inspection, Radio Communications, Take-Off and Circuit Departure, Navigation (map reading), Range & Endurance, Circuit joining and Approach, Landing	0.8 Ground Brief 1.0 Dual
6-8	Ex.11;12;16;18;30: Take-Offs and Circuit departure, Navigation (heading & timings), Slow Flight, Power-Off stalls, Circuit joining & approach, Landing	0.8 Ground Brief 1.0 Dual
9-10	Ex.11-13;16;18;30: Take-Offs and Circuit Departure, Navigation (heading & ETA), Slow Flight, Power-On Stalls, Incipient Spins, Circuit joining & approach, Landing	0.8 Ground Brief 1.0 Dual
11	Ex.11;12;14-16;18;30: Take-off and circuit departure, Navigation (headings & ETA), Slow Flight, Stalls, Spiral Dive Recovery, Side-Slipping, Circuit joining & approach, Landing	0.5 Ground Brief 1.0 Dual
12-17	Ex.16-18;30: Take-Offs, Circuits, Landings	1.2 Ground Brief 1.0 Dual
18-19	Ex.16-18;29;30: Communications failure, Runway change, Bounce Recovery, Missed approach (overshoot), emergency procedures, Take-Offs, Circuits, Landings	0.5 Ground Brief 1.0 Dual
20	Ex.16-18;29;30: First Solo Competency Check	0.3 Ground Brief 1.0 Dual
21	Ex.19;30: First Solo	1.0 Dual 0.5 Solo
22-23	Ex.16-18;30: Take-Off, Circuit, Landing	0.2 Ground Brief 0.5-1.0 Dual
24-25	Ex.16-18;30: Short Field take-off, Short Field/Obstacle Clearance take-off, Short Field Landing, Short Field/Obstacle Clearance landing	0.5 Ground Brief 0.5-1.0 Dual
26-27	Ex.16-18;30: Soft/Rough field take-off, Soft/Rough field/Obstacle clearance take-off, Soft/Rough field landing, Soft/Rough/Obstacle Landing	0.5 Ground Brief 0.5-1.0 Dual 1.0 Solo
28-29	Ex.16-18;30: Cross Wind take-off, Circuit, Landing	0.2-.5 Ground Brief Dual as Required 1.0 Solo

30	Ex.16-18;20;30: Illusions of increasing & decreasing airspeed, Illusions while turning, Varying angle of bank to compensate for drift	0.5 Ground Brief 1.0 Dual
31	Ex.16-18;23;30: Dual Mini Cross Country	1.0 Ground Brief 1.0 Dual
32	Ex 6-14;16-18;30: Short-Field take-off, Slow Flight, Stalls, Spiral Dives, Slipping, Circuit Joining, Short-Field landing	0.8 Ground Brief 1.0 Dual
33	Ex.9s;16-18;22;30: Soft-Field take-off, Steep turns (practical), Forced Approach, Circuit joining, Soft-field landing	1.0 Ground Brief 1.0 Dual
34	Ex.16-18;23;30: Solo Mini Cross Country	0.5 Ground Brief 1.0 Solo
35	Ex.6-14;16-18;30: Short-Field take-off, Slow Flight, Stalls, Slipping, Circuit joining, Short-Field landing	0.5 Ground Brief 1.0 Solo
36	Ex.9s;16-18;22;30: Soft-Field take-off, Steep Turns (precision), Forced Approach, Soft-Field landing	0.5 Ground Brief 1.0 Dual
37	Ex. 9s;16-18;22;30: Soft-Field Take-Off, Steep Turns, Forced Approach, Soft-Field Landing	0.2 Ground Brief 1.0 Solo
38-39	Ex.16-18;21;30: Soft/Rough Field Take-off, Precautionary landing, Circuit joining, Soft/Rough Field Landing	0.3-.8 Ground Brief 1.0 Dual 1.0 Solo
40	Ex.16-18;23;30: Dual Cross-Country	2.0 Ground Brief 3.0 Dual
41	Ex.16-18;23;30: Diversions, Lost Procedures	1.0 Ground Brief 1.0 Dual
42	Ex.16-18;23;30: Diversions	0.5 Ground Brief 1.0 Solo
43-45	Ex.16-18;24;30: Instruments Flying: Attitudes & Movements, Straight & Level, Climbs, Descents & Turns, Straight & Level at various airspeeds, Constant airspeed climbs & descents	0.5 Ground Brief 1.0 Dual
46	Ex.16-18;23;30: Solo Cross-Country	1.0 Ground Brief 3.0 Solo
47-49	Ex.16-18;24;30: Instrument Flying: Unusual Attitudes	0.2 Ground Brief 1.0 Dual
50-53	All Exercises: Flight Test Items	0.5 Ground Brief 1.0 Dual
54	Exercises as Required: Solo Review and Practice	0.2 Ground Brief 1.0 Solo
55	All Exercises: PPL Recommendation Flight	1.0 Ground Brief Dual as Required
56	All Exercises: Solo Review and Practice	0.5 Ground Brief 1.0 Solo
Total		23.8 Ground Brief 39-46 Dual 15 Solo

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	Ceiling	Visibility	Temperature Limit	Crosswind Component	Upper Winds Limit
Local ²	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			

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

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

3. Maximum Demonstrated Crosswind Component

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.

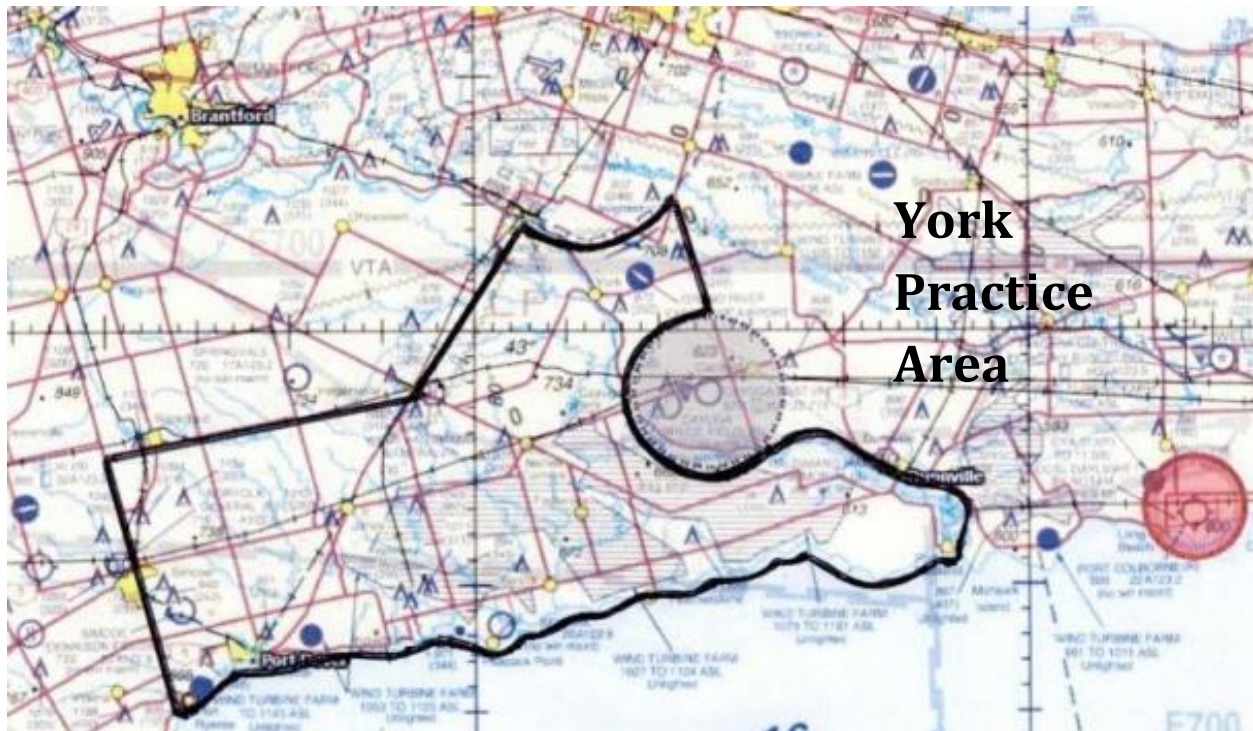
Students shall follow the appropriate procedures to depart and/or join the CPP6 circuit when departing for or returning from the practice area.

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 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.