Study and Reference Guide
for written examinations for the

PRIVATE PILOT LICENCE – AEROPLANE

FIFTH EDITION

November 2006
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GENERAL

EXAMINATION PREREQUISITES

Prior to taking a written examination, an applicant for a flight crew permit, licence or rating shall meet the prerequisites for the examination set out in the personnel licensing standards with respect to CAR 401.13(1)
   a) medical fitness;
   b) identification
   c) a recommendation from the flight instructor who is responsible for the training of the applicant; and
   d) experience

KNOWLEDGE REQUIREMENTS

All subjects in this guide are considered to be important to applicants for the Private Pilot Licence–Aeroplane and may appear on the exam. Subject areas identified by a bullet (•) are essential knowledge areas that will be emphasized on the written examination.

EXAMINATION RULES

CAR 400.02
(1) Except as authorized by an invigilator, no person shall, or shall attempt to, in respect of a written examination,
   a) copy or remove from any place all or any portion of the text of the examination;
   b) give to or accept from any person a copy of all or any portion of the text of the examination;
   c) give help to or accept help from any person during the examination;
   d) complete all or any portion of the examination on behalf of any other person; or
   e) use any aid or written material during the examination.
(2) A person who commits an act prohibited under subsection (1) fails the examination and may not take any other examination for a period of one year.

MATERIALS REQUIRED

A pencil is required for rough work. Electronic calculators are useful and are permitted if their memory is cleared before and after the examination. Computers capable of storing text are not approved. Navigation tools (ruler/scale, protractor, flight computer) are required for the navigation questions. A list of approved electronic navigation computers is available at: http://www.tc.gc.ca/eng/civilaviation/standards/general-exams-computers-2179.htm

TIME LIMITS

Examinations, including all sections of a sectionalized examination, that are required for the issuance of a permit or licence or for the endorsement of a permit or licence with a rating shall be completed during the 24-month period immediately preceding the date of the application for the permit, licence or rating.
REWRITING OF EXAMINATIONS

CAR 400.04 (1)
Subject to subsections (2) and (6), a person who fails an examination or a section of a sectionalized examination required for the issuance of a flight crew permit, licence, rating or foreign licence validation certificate is ineligible to rewrite the examination or the failed section for a period of
   a) in the case of a first failure, 14 days;
   b) in the case of a second failure, 30 days; and
   c) in the case of a third or subsequent failure, 30 days plus an additional 30 days for each failure in excess of two failures, up to a maximum of 180 days.

EXAMINATION FEEDBACK
Feedback statements on the results letter will inform the candidate which questions were answered incorrectly.
Example of a Feedback Statement: Identify the atmospheric conditions favorable for thunderstorm formation.
EXAMINATIONS

FULL EXAMINATION

Applicants for the Private Pilot Licence—Aeroplane Category shall demonstrate their knowledge by writing a Transport Canada multiple-choice examination on subjects contained in this guide. Applicants must be able to read the examination questions in either English or French without assistance.

<table>
<thead>
<tr>
<th>Examination</th>
<th>Questions</th>
<th>Time Limit</th>
<th>Pass Mark</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Pilot–Aeroplane (PPAER)</td>
<td>100</td>
<td>3 hours</td>
<td>60%</td>
</tr>
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This examination is sectionalized into four mandatory subject areas and requires an overall pass mark of 60%. As well, the candidate must achieve 60% in the following four subject areas:

**Mandatory Subjects**

- **AIR LAW**
  - Air Law and Procedures
- **NAVIGATION**
  - Navigation and Radio Aids
- **METEOROLOGY**
  - Meteorology
- **AERONAUTICS - GENERAL KNOWLEDGE**
  - Airframes, Engines, and Systems
  - Theory of Flight
  - Flight Instruments
  - Flight Operations
  - Human Factors

Questions fall under one of the four mandatory subject areas. However, there may be occasions where knowledge from another section is required to arrive at the correct response. For example, a practical question on fuel calculations under NAVIGATION may require knowledge of VFR fuel requirements under AIR LAW.

Applicants who obtain less than 60% on the overall examination will, for licensing purposes, be required to rewrite the complete exam, as specified in CARs 421.26.

SUPPLEMENTARY EXAMINATIONS

Applicants who obtain 60% or more on the main examination (PPAER), but who fail one or more mandatory subject areas will be assessed a partial pass. During one sitting, they will be required to write supplementary examinations for each subject area failed. Details on the mandatory subject area supplementary examinations are as follows:

<table>
<thead>
<tr>
<th>Examination</th>
<th>Questions</th>
<th>Time Limit</th>
<th>Pass Mark</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIR LAW (PALAW)</td>
<td>20</td>
<td>1 hour</td>
<td>60%</td>
</tr>
<tr>
<td>NAVIGATION (PANAV)</td>
<td>20</td>
<td>2 hours</td>
<td>60%</td>
</tr>
<tr>
<td>METEOROLOGY (PAMET)</td>
<td>30</td>
<td>1½ hours</td>
<td>60%</td>
</tr>
<tr>
<td>AERONAUTICS–GENERAL KNOWLEDGE (PAGEN)</td>
<td>30</td>
<td>1½ hours</td>
<td>60%</td>
</tr>
</tbody>
</table>
NOTE: When writing more than one supplementary examination, the maximum time allowed shall be the sum of the times indicated for each examination, not to exceed 3 hours.

HELICOPTER TO AEROPLANE EXAMINATION

Pilots who hold a valid Private, Commercial or Airline Transport Pilot Licence in the Helicopter Category and who wish to apply for a Private Pilot Licence–Aeroplane shall demonstrate their knowledge by writing the following Transport Canada multiple choice examination.

<table>
<thead>
<tr>
<th>Examination</th>
<th>Questions</th>
<th>Time Limit</th>
<th>Pass Mark</th>
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</thead>
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<tr>
<td>Private Pilot Aeroplane – Alternate Category (PARAC)</td>
<td>35</td>
<td>1½ hours</td>
<td>60%</td>
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</tbody>
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The PARAC examination is based on subjects contained in AIR LAW and AERONAUTICS - GENERAL KNOWLEDGE (Airframes, Engines and Systems, Theory of Flight, Flight Instruments and Flight Operations).

CONVERSION EXAMINATION, UNITED STATES OF AMERICA FAA PILOT CERTIFICATE – AEROPLANE

Pilots who hold a FAA Private Pilot Certificate, Commercial or Airline Transport Pilot Certificate – Aeroplane, shall demonstrate their knowledge by writing the following Transport Canada multiple choice examination:

<table>
<thead>
<tr>
<th>Examination</th>
<th>Questions</th>
<th>Time Limit</th>
<th>Pass Mark</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conversion - Private Pilot Licence – Aeroplane, (FAAPA)</td>
<td>20</td>
<td>1 hour</td>
<td>60%</td>
</tr>
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</table>

The FAAPA examination is based on subjects contained in the Air Law and procedures section of this study and reference guide. Candidates should read the recommended references on pages 22 and 23 as they apply to aeroplanes.
AIR LAW

AIR LAW AND PROCEDURES

CANADIAN AVIATION REGULATIONS (CARS)
Some Canadian Aviation Regulations (CARs) refer to their associated standards. Questions from the CARs may test knowledge from the regulation or the standard.

PART I – GENERAL PROVISIONS

101 – INTERPRETATION

101.01 Interpretation

103 – ADMINISTRATION AND COMPLIANCE

103.02 Inspection of Aircraft, Requests for Production of Documents and Prohibitions
103.03 Return of Canadian Aviation Documents
103.04 Record Keeping

PART II – AIRCRAFT IDENTIFICATION AND REGISTRATION AND OPERATION OF A LEASED AIRCRAFT BY A NON-REGISTERED OWNER

202.01 Requirements for Marks on Aircraft
202.26 Carrying Certificate of Registration on Board the Aircraft

PART III – AERODROMES AND AIRPORTS

300 – INTERPRETATION

300.01 Interpretation

301 – AERODROMES

301.01 Application
301.04 Markers and Markings
301.06 Wind Direction Indicator
301.07 Lighting
301.08 Prohibitions
301.09 Fire Prevention

302 – AIRPORTS

302.10 Prohibitions
302.11 Fire Prevention

PART IV – PERSONNEL LICENSING AND TRAINING

400 – GENERAL

400.01 Interpretation

401 – FLIGHT CREW PERMITS, LICENSES AND RATINGS

401.03 Requirement to Hold a Flight Crew Permit, Licence or Rating
401.04 Flight Crew Members of Aircraft Registered in Contracting States other than Canada
401.05 Recency Requirements
401.08 Personal Logs
401.26 Aeroplane - Privileges (Private Pilot Licence)
401.45 Privileges (Visual Flight Rules (VFR) Over-the-Top)

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404.03 Requirement to Hold a Medical Certificate
404.04 Issuance, Renewal and Validity Period of Medical Certificate
404.06 Prohibition Regarding Exercise of Privileges
404.18 Permission to Continue to Exercise the Privileges of a Permit, Licence or Rating

PART VI – GENERAL OPERATING AND FLIGHT RULES
600 – INTERPRETATION
  600.01 Interpretation

601 – AIRSPACE STRUCTURE, CLASSIFICATION AND USE
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  601.02 Airspace Classification
  - 601.03 Transponder Airspace
  - 601.04 IFR or VFR Flight in Class F Special Use Restricted Airspace or Class F Special Use Advisory Airspace
  - 601.06 VFR Flight in Class A Airspace
  - 601.07 VFR Flight in Class B Airspace
  - 601.08 VFR Flight in Class C Airspace
  - 601.09 VFR Flight in Class D Airspace
  - 601.15 Forest Fire Aircraft Operating Restrictions
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  - 602.02 Fitness of Flight Crew Members
  - 602.03 Alcohol or Drugs – Crew Members
  - 602.04 Alcohol or Drugs – Passengers
  - 602.05 Compliance with Instructions
  - 602.06 Smoking
  - 602.07 Aircraft Operating Limitations
  - 602.08 Portable Electronic Devices
  - 602.09 Fuelling with Engines Running
  - 602.10 Starting and Ground Running of Aircraft Engines
  - 602.11 Aircraft Icing
  - 602.12 Overflight of Built-up Areas or Open-Air Assemblies of Persons during Take-offs, Approaches and Landings
  - 602.13 Take-offs, Approaches and Landings within Built-up Areas of Cities and Towns
  - 602.14 Minimum Altitude and Distances
  - 602.15 Permissible Low Altitude Flight
  - 602.19 Right-of-Way – General
  - 602.20 Right-of-Way – Aircraft Manoeuvring on Water
  - 602.21 Avoidance of Collision
  - 602.22 Towing
  - 602.23 Dropping of Objects
  - 602.24 Formation Flight
  - 602.25 Entering or Leaving an Aircraft in Flight
  - 602.26 Parachute Descents
  - 602.27 Aerobatic Manoeuvres – Prohibited Areas and Flight Conditions
  - 602.28 Aerobatic Manoeuvres with Passengers
  - 602.31 Compliance with Air Traffic Control Instructions and Clearances
  - 602.32 Airspeed Limitations
  - 602.34 Cruising Altitudes and Cruising Flight Levels
  - 602.35 Altimeter-setting and Operating Procedures in the Altimeter-setting Region
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  602.59 Equipment Standards
  • 602.60 Requirements for Power-driven Aircraft
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  602.71 Pre-flight Information
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  • 602.73 Requirements to File a Flight Plan or a Flight Itinerary
  • 602.74 Contents of a Flight Plan or a Flight Itinerary
  • 602.75 Filing of a Flight Plan or a Flight Itinerary
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  • 602.98 General MF Reporting Requirements
  • 602.99 MF Reporting Procedures before Entering Manoeuvring Area
  • 602.100 MF Reporting Procedures on Departure
  • 602.101 MF Reporting Procedures on Arrival
  • 602.102 MF Reporting Procedures when Flying Continuous Circuits
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  • 605.15 Power-driven Aircraft – VFR OTT (Over-the-Top)
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  • 605.22 Seat and Safety Belt Requirements
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  • 605.85 Maintenance Release and Elementary Work
  • 605.86 Maintenance Schedule
  • 605.88 Inspection after Abnormal Occurrences

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  • 605.93 Technical Records – General
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4 ATC clearances and instructions

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6 Controlled and uncontrolled
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7 Mandatory (MF) and Aerodrome
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NAVIGATION AND RADIO AIDS

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8 Isogonal
9 Agonic Line
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16 Ground Position
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2 VNC – Lambert Conformal Conic Projection
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- 2 Map preparation
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- 2 Frequency bands used in navigation and communication
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- 5 Voice feature

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- 2 Tuning and identifying
- 3 Serviceability check
- 4 Interpretation, orientation and homing
- 5 Voice feature

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- 1 Basic principles, use and limitations

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- 1 Composition and physical properties
- 2 Vertical structure
- 3 Standard atmosphere
- 4 Density and pressure
- 5 Expansion and compression

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- 1 Units of measurement
- 2 Station pressure
- 3 Sea level pressure
- 4 Pressure systems and their variations
- 5 Effects of temperature
- 6 Isobars

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- 2 Density altitude
- 3 Altimeter settings
- 4 Considerations when flying to/from high to low pressure or temperature areas

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- 2 Horizontal differences
- 3 Temperature variations with altitude
- 4 Inversions
- 5 Isothermal layers

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- 2 Sublimation and condensation
- 3 Cloud formation
- 4 Precipitation
- 5 Saturated and dry adiabatic lapse rate

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- 2 Modification of stability
- 3 Characteristics of stable and unstable air
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- 5 Lifting processes
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- 2 Formation and structure
- 3 Types and recognition
- 4 Associated precipitation and turbulence

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- 2 Fog types (including mist)
- 3 Haze and smoke
- 4 Blowing obstruction to vision

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- 2 Mechanical
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- 4 Wind shear
- 5 Reporting criteria

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- 1 Definition
- 2 Pressure gradient
- 3 Deflection caused by the earth’s rotation
- 4 Low level winds – variation in surface wind
- 5 Friction
- 6 Veer/back
- 7 Squall/gusts
- 8 Diurnal effects
- 9 Land and sea breezes
- 10 Katabatic and anabatic effects
- 11 Topographical effects
- 12 Wind shear – types, causes
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3 Modification
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• 2 Types
3 Formation
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• 5 Cold front weather
• 6 Warm front weather
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2 Hoar frost
3 Impact icing (engine)

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2 Structure and development
3 Types – air mass and frontal
• 4 Hazards – Updrafts, downdrafts, gust fronts, downbursts, microbursts, hail and lightning
5 Squall lines

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2 Aviation Weather Briefing Service (AWBS)
3 Flight Service Stations (FSS) and Flight Information Centres
4 Pilot's Automatic Telephone Weather Answering Service (PATWAS)
5 Aviation Weather Web Site (AWWS)
6 Automatic Terminal Information Service (ATIS)

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• 1 Aviation Routine Weather Report (METAR) – decoding
2 Automated Weather Observation Station (AWOS)
3 Pilot Reports (PIREP)

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• 1 Times issued and period of coverage
2 Decoding
• 3 Graphical Area Forecast (GFA)
• 4 Terminal Area Forecast (TAF)
• 5 Upper Winds and Temperature Forecast (FD)
6 Airman’s Meteorological Advisory (AIRMET)
• 7 Significant In-flight Weather Warning Message (SIGMET)

WEATHER MAPS AND PROGNOSTIC CHARTS
1 Times issued and period of coverage
2 Symbols and decoding
3 Surface weather map
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AIRFRAMES, ENGINES AND SYSTEMS

AIRFRAMES

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2 Methods of cooling
3 Principle of the magneto
4 Dual ignition
5 Exhaust systems
6 Auxiliary controls
7 Turbo-charging
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9 Limitations and operations
10 Instruments

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1 Theory of operation
2 Fuel-air mixture
3 Mixture controls
4 Carburettor icing
5 Use of Carb heat and its effects on mixture

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2 Icing
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3 Additives
4 Contamination and deterioration
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6 Venting
7 Fuel line – filters and drains
8 Induction manifold
9 Detonation – causes and effects
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- 2 Drag – induced and parasite
- 3 Relationship of lift and drag to angle of attack
- 4 Thrust
- 5 Weight
- 6 Equilibrium
- 7 Centre of pressure
- 8 Centrifugal and centripetal
- 9 Forces acting on an aircraft during manoeuvres
- 10 Relationship of load factor to stalling speed
- 11 Structural limitations
- 12 Gust loads

AEROFOILS
1 Pressure distribution about an aerofoil
- 2 Relative airflow and angle of attack
- 3 Downwash
- 4 Wing tip vortices
- 5 Angle of incidence

PROPELLERS
1 Propeller efficiency at various speeds
2 Fixed and variable pitch
3 Torque, slipstream, gyroscopic effect and asymmetric thrust

DESIGN OF THE WING
1 Wing planform
2 Area, span, chord
3 Aspect ratio
4 Streamlining
5 Camber
6 Laminar flow
7 Dihedral, anhedral
8 Wash in, wash out
9 Slots, slats
10 Wing fences, stall strips
11 Spoilers
- 12 Flaps
- 13 Canards

STABILITY
- 1 Longitudinal, lateral and directional stability
- 2 Inherent stability
- 3 Methods of achieving stability

FLIGHT CONTROLS
1 Aeroplane axes and planes of movement
2 Functions of controls
3 Relationship between effects of yaw and roll
4 Adverse yaw, aileron drag
5 Static and dynamic balancing of controls
6 Trim and trimming devices
FLIGHT INSTRUMENTS

PITOT STATIC SYSTEM
- 1 Pitot
- 2 Static
  - 3 Anti-icing
  - 4 Alternate static – source, errors

AIRSPEED INDICATOR
- 1 Principles of Operation
- 2 Errors
- 3 Markings
  - 4 Definitions (IAS/CAS/TAS)

VERTICAL SPEED INDICATOR
- 1 Principles of operation
- 2 Errors
- 3 Lag

ALTIMETER/ENCODING

ALTIMETER
- 1 Principles of operation
- 2 Errors

MAGNETIC COMPASS
- 1 Principles of operation
- 2 Magnetic dip
- 3 Turning, acceleration and deceleration errors
- 4 Deviation
- 5 Compass correction card
- 6 Compass serviceability

GYROSCOPE
- 1 Principles of operation
- 2 Inertia
- 3 Precession

HEADING INDICATOR
- 1 Principles of operation
- 2 Errors
- 3 Limitations
- 4 Power sources

ATTITUDE INDICATOR
- 1 Principles of operations
- 2 Errors
- 3 Limitations
- 4 Power sources

TURN AND BANK INDICATOR/TURN CO-ORDINATOR
- 1 Principles of operations
- 2 Errors
- 3 Limitations
- 4 Power sources

INSTRUMENT FLYING
- 1 Loss of visual reference
- 2 The control and performance instruments
- 3 Instrument scan and interpretation
- 4 Aircraft control
- 5 Unusual attitudes and recoveries
FLIGHT OPERATIONS

GENERAL
1 Pilot-In-Command responsibilities
2 Winter operations
3 Thunderstorms avoidance
4 Mountain flying operations
5 Collision avoidance – use of landing lights
6 Runway numbering
7 Airport rotating beacon
8 VASIS/PAPI
9 Obstruction marking and lighting
10 Units of measurements and conversion
11 Radio communications
12 Wheelbarrowing
13 Hydro-planning
14 Taxiing
15 Effects of wind and wind shear
16 Side-slips

USE OF PERFORMANCE CHARTS
1 Take-off charts
2 Cross-wind charts
3 Canadian Runway Friction Index (CRFI)
4 Cruise charts
5 Fuel burn charts
6 Landing charts
7 Performance (V) speeds – Va, Vno, Vfe, Vlo, Vne, Vs, Vx, Vy
8 Effect of ice, snow, frost, slush, water on take-off and landing distance
9 Effect of various runway surfaces on take-off and landing distance
10 Upslope, downslope runway

AIRCRAFT PERFORMANCE
1 Effects of aircraft critical surface contamination
2 Lift/drag ratio
3 Effects of density altitude and humidity
4 Attitude plus power equals performance
5 Normal, short, soft and rough field take-offs and landing
6 Ground effect
7 Best angle of climb (Vx)
8 Best rate of climb (Vy)
9 Manoeuvring speed (Va)
10 Normal operating limit speed (Vno)
11 Never exceed speed (Vne)
12 Maximum flap speed (Vfe)
13 Maximum gear operating speed (Vlo)
14 Gliding for range
15 Flying for range
16 Flying for endurance
17 Slow flight
18 Stalls
19 Indicated and true stalling speed
20 Stall speed vs altitude
21 Spins
22 Spirals
23 Recommended safe recovery altitudes
24 Bank/speed vs rate/radius of turn
25 Effects of change of weight or centre of gravity (CG) on performance
26 Use of aircraft flight manual and approved operational information
27 Use of unapproved operational information
WEIGHT AND BALANCE

- Terms – e.g. datum, arm and moment
- Locating CG
- CG limits
  - Empty weight and gross weight
  - Load adjustment
  - Cargo tie-down and passenger loading
- Normal and utility category

WAKE TURBULENCE

- Causes
- Effects
- Avoidance

SEARCH AND RESCUE (SAR)
(AIM Canada – SAR Information)

- Types of service available
- ELT (exclude categories)
- Aircraft emergencies
- Survival – basic techniques

AIRCRAFT CRITICAL SURFACE CONTAMINATION

- Clean aircraft concept
- Frozen contaminants and removal techniques
- Cold soaking phenomenon
- Pre-take-off contamination inspection
- De-ice/Anti-ice fluids - Type I, II, III, IV
- Correct use of fluids
HUMAN FACTORS

AVIATION PHYSIOLOGY

- 1 Hypoxia and hyperventilation
- 2 Gas expansion effects
- 3 Decompression (including SCUBA diving)
- 4 Visual scanning techniques
- 5 Hearing
- 6 Orientation and disorientation (Including visual and vestibular illusions)
- 7 Positive and negative “G”
- 8 Sleep and fatigue
- 9 Anaesthetics
- 10 Blood donations

THE PILOT AND THE OPERATING ENVIRONMENT

- 1 Personal health and fitness
- 2 Diet and nutrition
- 3 Medications (prescribed and over-the-counter)
- 4 Substance abuse (alcohol and drugs)
- 5 Pregnancy
- 6 Heat and cold
- 7 Noise and vibration
- 8 Effects of smoking
- 9 Toxic hazards (including carbon monoxide)

AVIATION PSYCHOLOGY

- 1 The decision-making process
- 2 Factors that influence decision-making
- 3 Situational awareness
- 4 Stress
- 5 Managing risk
- 6 Attitudes
- 7 Workload – attention and information processing

PILOT – EQUIPMENT/MATERIALS RELATIONSHIP

- 1 Controls and displays – errors in interpretation and control
- 2 Errors in the interpretation and use of maps and charts
- 3 Correct use of check-lists and manuals

INTERPERSONAL RELATIONS

- 1 Communications with maintenance personnel, air traffic services and passengers
- 2 Operating pressures – family relationships and peer group
RECOMMENDED STUDY MATERIAL

- Sample Examination for Private Pilot Licence (TP 13014E)
- Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations (PSTAR) (TP 11919E)
- When in Doubt… Small and Large Aircraft - Aircraft Critical Surface Contamination Training (TP 10643E)
- Air Command Weather Manual (TP 9352E)
- Air Command Weather Manual (Supplement) (TP 9353E)
- Flight Training Manual
- Human Factors for Aviation - Basic Handbook (TP 12863E)
- Aeronautical Information Manual (TC AIM) (TP 14371E)
- Canadian Aviation Regulations (CARs)
- VFR Navigation Charts (VNC) / VFR Terminal Area Charts (VTA)
- Canada Flight Supplement (CFS)

The Study Guide (RIC-21) for the Radiotelephone Operator's Restricted Certificate (Aeronautical) is available free of charge from district offices of Industry Canada - Examination and Radio Licensing (http://www.strategis.gc.ca). Information on textbooks and other publications produced by commercial publishers can be obtained through local flying training organizations, bookstores and similar sources.
Candidates attempting the examination for conversion from an FAA certificate to a Canadian Private pilot licence (FAAPA examination) are encouraged to review the following references as they apply to aeroplanes in VFR operations:

**CARs Part I, Subpart 1**  
**GENERAL PROVISIONS**  
101.01 - Interpretation (definitions as needed)

**CARs Part IV, Subpart 1**  
**FLIGHT CREW PERMITS, LICENCES AND RATINGS**  
401.05 – Recency Requirements  
401.26 – Private Pilot Licence, Aeroplanes – Privileges

**CARs Part IV, Subpart 4**  
**MEDICAL REQUIREMENTS**  
404.04 – Issuance, Renewal, validity Period and Extension of a medical certificate

**CARs Part VI, Subpart 1**  
**AIRSPACE**  
Division I – Airspace Structure, Classification and Use  
Division II – Aircraft Operating Restrictions and Hazards to Aviation Safety

**CARs Part VI, Subpart 2**  
**OPERATING AND FLIGHT RULES**  
Division I – General  
Division II – Operational and emergency Equipment requirements  
Division III – Flight Preparation, Flight Plans and Flight Itineraries  
Division IV – Pre-Flight and Fuel Requirements  
Division V – Operations at or in the Vicinity of an Aerodrome  
Division VI – Visual Flight Rules  
Division VIII – Radiocommunications  
Division IX – Emergency Communications and Security

**CARs Part VI, Subpart 5**  
**AIRCRAFT REQUIREMENTS**  
Division I – Aircraft Requirements – General  
Division II – Aircraft Equipment Requirements

**TC AIM – GEN**  
**GENERAL**  
1.0 – General Information  
3.0 – Transportation Safety Board of Canada

**TC AIM – AGA**  
**AERODROMES**  
7.19 – Aerodrome Lightning – Aircraft Radio control of Aerodrome Lightning (ARCAL)

**TC AIM – COM**  
**COMMUNICATIONS**  
5.15 – Radio Communications – Phone use during radio Communication Failure

**TC AIM – RAC**  
**RULES OF THE AIR AND AIR TRAFFIC SERVICES**  
2.0 – Airspace – Requirements and Procedures  
3.6 – Flight Planning – Flight Plans and flight Itineraries (Opening)  
3.12 – Closing  
4.0 – Airport Operations  
5.0 – VFR En Route Procedures

**TC AIM – SAR**  
**SEARCH AND RESCUE**
3.9 – emergency Locator transmitter – Schedule of requirements

TC AIM – MAP

AERONAUTICAL CHARTS AND PUBLICATIONS
2.0 – Aeronautical Information – VFR
6.0 – Aeronautical Information Circulars – General

TC LRA

LICENSES, REGISTRATION AND AIRWORTHINESS
3.9 – Pilot Licensing – Recency Requirements

TC AIM – AIR

AIRMANSIP
1.6 – General Information – Canadian Runway Friction Index
2.12 – Flight Operations – Flight Operations in Winter
ENQUIRIES

Information concerning the location of pilot training organizations and matters pertaining to flight crew licensing may be obtained by contacting the appropriate Regional Offices. A complete listing may be found at: