



LEARN TO FLY

Information for International Students

Aspiring to Fly for Personal Development
or a Professional Pilot Career

Find out about Canada's high quality and safe flying standards. Discover how to apply for a student permit, arrange to come to Canada, and the programs you can take to advance your flying aspirations or career goals.

Brought to you by the Air Transport
Association of Canada

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ABOUT THIS DOCUMENT

The Air Transport Association of Canada (ATAC) has prepared this document to help you come and train in Canada. We hope you find it useful in finding the ATAC school of your choice, applying for a student permit and preparing to travel to our beautiful country. Please let us know if you have further questions after reading it.

NOTE NEW NAME FOR IMMIGRATION, REFUGEES AND CITIZENSHIP CANADA (IRCC)

Please note that Citizenship and Immigration Canada (CIC) is now called Immigration, Refugees and Citizenship Canada (IRCC).

Many documents and websites you may consult about flight training may not have updated the name. Be assured that whether you see the term CIC or IRCC, they are the same department.

This document uses the new name of Immigration, Refugees and Citizenship Canada (IRCC).

SEVEN GOOD REASONS FOR YOU TO CHOOSE CANADA

1. HIGH QUALITY TRAINING

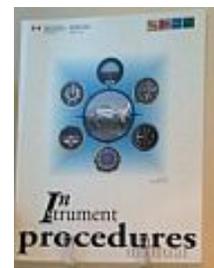
You are assured of high quality training. Here are just some of the specific ways we ensure quality:

- Our training programs follow lesson plans with detailed learning outcomes
- Licence and rating testing follows a standard national system and is conducted by well trained Pilot Examiners appointed by Transport Canada
- Flight schools can benchmark their flight test results against national results with the information provided them by Transport Canada
- Our licences and rating programs all meet International Civil Aviation Organization (ICAO) pilot licensing standards
- Transport Canada regulates and monitors the way that flight schools supervise Flight Instructors, with special emphasis on junior Flight Instructors

2. ROBUST SAFETY MEASURES

Canadian flight schools have decades of experience in meeting Transport Canada standards put in place to ensure your safety throughout your training. Schools are subject to audits by Transport Canada to ensure they meet the standards, and are required to take prompt corrective action if they are found deficient in any area. The best schools will ensure they exceed all standards.

Here is just a sample of measures that our schools routinely take to meet the legal requirements set by Transport Canada. Notice how these measures ensure that we have ongoing knowledge about your competence to conduct an exercise solo, that we monitor weather conditions for your flight, your location, and the safety of the aircraft you are flying:



Careful student dispatch: When you are a student pilot flying solo you must be dispatched by a flight instructor, who will ensure that you are competent to conduct the planned flight exercises and that the weather conditions are suitable.

Staff who are trained to follow your flights: Flight watch procedures and daily flight by flight records ensure that when you become airborne, there is a system in place to make sure that you have returned as planned; or to alert us that you are late. We start searching within minutes if you do not arrive at the time planned.

Careful aircraft dispatch: Aircraft “technical dispatch” procedures build a safety shield to ensure that you are not dispatched an aircraft unless it is safe and airworthy.

But our ATAC schools do far more than just meet the Transport Canada regulations. Canada is a world leader in promoting the latest in aviation safety programs. Proactive **Safety Management Systems (SMS)** are becoming the norm in our flight schools. For you the most attractive element of these programs is that they teach you habits and procedures for practicing a safety mentality, and they teach good decision making skills. As a student pilot you will learn to actively analyze possible risk situations in training and take steps to minimize or remove the risk. This training is a crucial part of preparing you for your serious responsibilities as captain of an aircraft.

3. DIVERSE WEATHER CONDITIONS

Canada’s diverse weather conditions ensure that our students enhance their portfolio of flying experiences. Canada has almost every kind of weather you might ever encounter in your flying adventures and careers.

The dramatic differences in our seasons mean that you can see a wide range of weather conditions. You will develop a strong foundation of experiences which will help make good weather decisions in your flying careers. Employers will appreciate this experience.



4. GEOGRAPHIC DIVERSITY

Canada’s geographic diversity offers its own opportunities to build your bank of experiences and decision-making skills. The vast size of the country means that Canadian pilots fly in many environments, often in the same day - high or low level controlled airspace, uncontrolled airspace, in mountain terrains and across northern lakes. Student pilots learn to plan carefully when flying in Canada as they know that they are flying in challenging environments that build knowledge, experience and decision making skills.



Contrast this with a training experience in other countries where you may only fly in warm sunny weather and flat terrain with landing fields or airports everywhere.

This vast geography also means that our airspace is among the least congested in the developed world.



5. LOW COST TRAINING

Compare prices around the world and you will find that Canada is one of the least expensive places to train. Costs will vary according to factors such as personal progress and frequency of flying, but as of 2016, you can estimate paying approximately \$12,000.00 for your Private Pilot Licence. The combined cost for a Private Pilot and a Commercial Pilot Licence will be in the neighbourhood of \$45,000.00. For individual ratings, check the websites of schools you are interested in and you will find up to date information on the ones that interest you.

Students who choose the Integrated Airline Transport Pilot Licence Program available at select schools in Canada will invest about \$75,000.00 for their career training.

All prices above are in Canadian dollars and do not include applicable taxes.

You should inquire at the schools you are considering about the costs for accommodation, food and personal expenses as these will vary according to the location you choose. A figure of about \$1,500.00 per month is a generous estimate. It can serve as a “ball park” figure which you can fine tune when you decide on the school and its location and ask about local prices.

6. SAFE STABLE AND MULTICULTURAL CANADA

Canada is one of the most peaceful and stable countries in the world. It has been built by immigrants, its population is diverse and its major centres are multicultural. In fact, cities such as Toronto, Montreal and Vancouver are among the most multicultural cities in the world. Citizens of all nations are welcomed in our flight schools.

7. CANADA MEETS ICAO LICENCE STANDARDS

Canadian training is globally recognized for its high standards and quality. ICAO (International Civil Aviation Organization) is the organization that sets global standards for pilot training and licences. Its headquarters are based in Montreal and Canada was one of the early signatories to ICAO.

What this means for you is that licences and ratings meet ICAO standards and can be converted to FAA, EASA and other foreign licences with relative ease. More details can be found below in the section called Licence Conversion.

TYPES OF FLIGHT TRAINING SCHOOLS/CLUBS

Some flight training organizations are private businesses; some are non-profit clubs. A few are colleges that hold their own Operating Certificate or that contract out the flight training part of their program to a private flight school. People tend to use the word “school” generically to cover all types.

There are two important pieces of information you should know about Canadian flight schools. They will help you set your mind at ease when you are choosing a school.

1. Schools providing flight training in aeroplanes or helicopters are issued Flight Training Unit Operator Certificates. These schools are subject to stringent operating requirements and periodic inspection by Transport Canada. Schools are required to post their When you walk into their Operating Certificate in a public area.
2. If for any reason you decide to or need to transfer from one flight school to another, all the training you have taken at your first school counts towards a licence or rating at any other flight school in Canada.

TECHNOLOGY AND TRAINING TRENDS

Training has changed dramatically over the past 20 years. Simulators are widely used in all phases of training including Private Pilot training. Glass cockpits are becoming more and more common as compared to “steam gauge” cockpits. Online training is available for ground schools and various modules of basic as well as advanced training.

Traditional training has been what the industry calls “modular” meaning that students can start anytime, take any breaks in training they wish and spread their training over whatever length of time is convenient. Courses, ratings and time building are completed on the student’s schedule.

However, the trend is to career programs that are more structured and standardized. There are increasing numbers of structured programs designed for students aspiring to pilot careers. Typically, although not always, they are associated with colleges that partner with a flight school for the actual flight training part of the program.

A few Canadian schools now offer integrated courses. These enriched courses have higher ground school requirements and more structure. The content of each hour of training is laid out.

We may well be the last generation to see any significant amount of commercial pilot training that is “modular”, especially for students wanting an airline career. While recreational students will typically train in their home town, career students now routinely shop and compare across the country for their career training programs.

Students who travel to join a training program are likely to expect full-time programs that maximize efficient use of their training time.

CANADIAN LICENCES AND RATINGS

ATAC flight schools offer a range of Professional Pilot Programs that meet and exceed Transport Canada Regulation through:

- A Diploma/Degree aviation program combining academics and flight training, or
- Flight training units that offer Professional Pilot Programs.

All licence and rating programs are available to international students training for career purposes and willing to earn a Commercial Pilot Licence.

If your desire is to fly for personal development, you are advised to consider starting with a Private Pilot Licence rather than a Recreational Permit. There are two reasons for this:

- Most ratings are available to you once you have earned a Private Pilot Licence
- The Recreational Permit is not convertible for use in other countries



RECREATIONAL PERMIT

This Permit allows you to fly as pilot-in-command of a single-engine aeroplane designed to carry a maximum of 4 passengers, but with no more than one passenger carried on board, under Day VFR conditions in Canadian Airspace.

PRIVATE PILOT LICENCE

This licence allows you to fly in day VFR conditions and carry passengers. You can then attach any of the ratings below to your licence except the Flight Instructor Rating, which requires a Commercial Licence as a prerequisite.

COMMERCIAL PILOT LICENCE

This licence allows you to fly for hire, and is a prerequisite for training for the Flight Instructor Rating.

NIGHT RATING

This rating allows you to extend your range by flying at night as well as during the day. Enjoy the beauty of the night sky and stars!

Multi-Engine Rating

Enjoy the satisfaction of flying airplanes with more than one engine – speed, power and a new level of pilot achievement and competence. This rating allows you the privilege of flying non-high-performance multi-engine aeroplanes as endorsed on your licence.

Instrument Ratings, Group 1 and Group 3

Note: A Group 1 Instrument Rating allows pilots to fly under Instrument Flight Rules in a multi-engine or single-engine aircraft. A Group 3 rating allows pilots to fly under Instrument Flight Rules in a single-engine aircraft.

The holder of an Instrument Rating may act as Pilot-in-command of an aircraft where there is no visual reference to the ground.

You can go airborne when other VFR pilots are sitting on the ground waiting for the sun to come back out.

VFR Over the Top

This rating extends your flexibility by letting you fly on top of clouds when the weather is otherwise good.

Seaplane (Float) Rating

This rating entitles you to use water surfaces for take-off and landing. It is your ticket to flying in and out of the many beautiful lakes and coastal areas of Canada.

For more details about licences and ratings consult the information in Appendix A: Details of Canadian Licences and Ratings.

LICENCE CONVERSION

All Canadian licences meet the ICAO standard and can be converted to other ICAO country licences. Requirements for conversion are set by the local regulator. To see how they apply to you, you will need to check with the regulatory authority in the country of your choice. Details will also vary according to your personal qualifications and the type of licence you wish to convert.

Many international students will be interested in converting a Canadian Commercial Pilot licence to an FAA (USA) Commercial Pilot licence or an EASA (European Union) licence.

The examples below show brief overviews of the conversion process for FAA and EASA. As the overviews show, converting to FAA is relatively simple while EASA conversion is a much more demanding process.

CONVERTING A CANADIAN COMMERCIAL LICENCE TO AN FAA COMMERCIAL LICENCE

http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_61-135A.pdf

- Hold a TCCA commercial pilot license (CPL) with the Landplane rating with a minimum of 250 hours flight time.
- To obtain the single-engine landplane rating, applicants must show PIC flight time in a single-engine landplane.
- To obtain the multiengine landplane rating, applicants must show PIC flight time in a multiengine landplane. Eligibility and Flight Experience (Hours)
- Pass an examination in air law and communications as specified by the FAA. Theoretical Knowledge Pass an examination in air law and communications as specified by TCCA. No further skill/practical testing required.
- Practical Skill No further skill/practical testing required.
- Requires that the TCCA CPL contain the English language endorsement.

CONVERTING A CANADIAN COMMERCIAL LICENCE TO AN EASA (EUROPEAN UNION) COMMERCIAL PILOT LICENCE

- Pass 14 ATPL theoretical exams
- Demonstrate that you have 100 hours PIC
- Complete a EASA conversion course(flying) for the Commercial Pilot License.
- Demonstrate satisfactory standards to the chief flight instructor,
- Complete the skills test with a EASA examiner.
- Train for the EASA Instrument Rating test
- Pass the EASA instrument rating skills test

Some ATAC flight schools can assist you in preparing for the conversion process.

RANGE OF PROFESSIONAL CAREER PROGRAMS

If your desire is to fly commercially, you will have the good fortune of joining a global professional community of aviators in your own country and around the world. ATAC schools offer you a range of different pilot training programs to help you achieve your aviation employment goals.

MODULAR CAREER TRAINING PROGRAMS

Modular programs are for people who prefer to undertake training on a part time schedule or cannot commit to a full time schedule. Training can be spread out over several years. All licences and ratings can still be taken this way. However, spreading out training over years to become a career pilot is becoming less and less the norm and is also less cost efficient. This is usually not a preferred option for students who travel to train at an out of town school and look to minimize living expenses by completing the program as quickly as possible. Structured programs are becoming attuned to employer operational requirements rather than just providing training to the minimum Transport Canada standard.

If you choose a modular program, be sure to ask if you will be scheduled regularly, and will be training with simulators and whether you will be introduced to glass cockpits.

STRUCTURED CAREER TRAINING PROGRAMS

In structured programs students tend to enter with zero or little flying experience. You study on an established schedule, and emerge with a Commercial Pilot Licence with Instrument and Multi Engine Rating. Here is a quick introduction to the various types of structured programs.

INTEGRATED PROGRAMS



In recent years Transport Canada has put regulations in place that add a new suite of integrated training programs. The three courses are the Integrated Commercial, the Integrated IFR and the Integrated ATP course. Although these are three different programs, they all share a common characteristic. Each is based on principles of the systems approach to training.

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The integrated ATP, offered by only a few schools in Canada as yet, typically includes Crew Resource Management training, and training in the use of Standard Operating Procedures. Students who take the Integrated ATP enjoy the privilege of writing the Airline Transport Exams before graduation.

STRUCTURED PROGRAMS

Generally speaking, if a program is not one of the integrated programs, it will consist of modular courses that you take on a structured schedule rather than over a lengthy period of time. You can ask any of our schools to create a structured schedule for you so that you achieve your training goals as quickly as possible.

DIPLOMA/DEGREE PROGRAMS

A number of flight schools in Canada are partnered with colleges and provide the flight training component of the academic program. These programs take from about two to four years, depending on the one you select. The advantage is that you graduate with an academic diploma or degree along with your professional pilot qualifications.

FLIGHT INSTRUCTOR RATING

Graduates of professional training programs holding a Commercial Pilot Licence can consider earning a Flight Instructor Rating. This career-oriented rating makes you eligible to apply for positions with Flight Training Units across Canada.

As an international student, completing a Flight Instructor Rating gives you an opportunity for employment in Canada for a period of time under the IRCC Post Graduation Work Permit Program (PGWPP) before you return home. More details are available later in this document in the section of this called “Working in Canada – the IRCC Post Graduation Work Permit Program (PGWPP)”

SEVEN STEPS IN THE PROCESS OF COMING TO CANADA

STEP 1: COLLECT GENERAL INFORMATION ABOUT COMING TO CANADA AS A STUDENT

You will find valuable information on the Canadian Government’s Immigration, Refugees and Citizenship website about how to apply to come to Canada.

Start by going to this link: <http://www.IRCC.gc.ca/english/study/study.asp> and then study the links below for information about whether you need a study permit, whether you are eligible for one, how to submit your application, documents to bring with you, and how long your application may take. We suggest you read carefully through the information to make sure you understand what applies to you personally.

As you will need a letter of acceptance from the school of your choice to apply for a study permit, let’s look first at how to research and find a school that suits your needs.

STEP 2: PREPARE A SHORT LIST OF CANADIAN SCHOOLS

Start by consulting the list of ATAC schools in Canada at this link:

<http://www.atac.ca/web/en/component/content/article/58-english-articles/initiatives/learn-fly/92-flight-training-facilities-and-equipment.html>.



The map above will help you locate the school’s region. Select schools that interest you and visit their websites. Narrow down your list to the schools that interest you most.

STEP 3: CONFIRM THAT THE SCHOOLS ARE ELIGIBLE TO ACCEPT INTERNATIONAL STUDENTS

Once you have your eye on several schools or a particular school, the first piece of information you need to know is whether the school is eligible to accept international students. Immigration, Refugees and Citizenship Canada (IRCC) and, Citizenship and Immigration Canada (CIC) now requires that any school accepting international students go through a rigorous process to prove that it can meet Canadian government standards to accept you.

Schools that have successfully gone through this process are called “Designated Learning Institutions” or DLI for short.

Here is a link to help you find out whether a school you are interested in is properly designated.

<http://www.IRCC.gc.ca/english/study/study-institutions-list.asp>. If you check this list first you will save yourself the trouble of investigating a school only to find it is not eligible to accept you.

STEP 4: RESEARCH INDIVIDUAL SCHOOLS FURTHER

Once you have confirmed that the school you are interested in is a DLI, here are some specific points about the school to include in your research. Visiting the school website will start you off with many answers. After that you will probably want to email the school for further information.

NOTES ABOUT THE QUESTIONS YOU ASK OF SCHOOLS WHEN YOU EMAIL

1. Ask the school if it has an information package for international students that it can send you. (Schools on the Designated Institutions List may be required by their provincial government to have an International Student Handbook.) The information package or Handbook should give you information about how international students are assisted in integrating into the new community; and valuable information about refunds and complaints policies
2. When you are researching training costs, make sure you are comparing apples to apples and oranges to oranges. Your quote may or may not include the items listed below, so just make sure you are clear what your quote includes. If something is not included the school should be able to give you an estimated cost. For example, schools do not set the cost of aviation medicals, licensing and flight testing, these are set by the personnel conducting the tests. However, schools can give you a very close idea of what to expect in third party charges.
3. Keep in mind too, that with third party costs, the provider may change the rate. This is not within the control of the school. However, you can expect that any increases will be reasonable.

LIST OF QUESTIONS

- Cost of the program you are interested and length of time to complete
- What is included in the quoted costs (for example, application fee, administration fee, fuel, fuel surcharges, flight test fees, medical exams, books and supplies, headset, applicable taxes)
- Whether prices are based on Transport Canada minimums (for example 45 hours of flight training for the Private Pilot Licence) or on the estimated average time to complete a program
- Whether the school charges cancellation and no-show fees
- What are the third party cost estimates including Aviation Medical fee, Transport Canada written examination fees, Transport Canada licensing fees, Pilot Examiner flight test fees
- Schedules for upcoming courses (private, commercial, IFR, multi, instructor, etc.)
- Payment policy and methods (up-front, pay-as-you-go, types of payments accepted such as credit card, debit card, cheques, deposits, bank accounts, etc.)
- Airport and school facilities including types and quantities of aircraft
- How ground school is organized and where the classrooms are located
- Whether the fleet includes a glass cockpit aircraft and a simulator
- Local accommodations, costs and distance from training facility, daily transportation to airport
- Local attractions

- What arrangements the school will make with you to meet you on arrival and help you get set up in your new accommodation
- Ask for an electronic copy of the school's International Student Handbook.

CHOOSING A SCHOOL CHECKLIST

Use this handy checklist to make sure you have all the information you need about the schools you are considering.

Choosing a School Checklist		
Important! Is the school on the Immigration, Refugees and Citizenship Canada (IRCC) Designated Institutions List?	If no, either email and ask if they are in the process of applying or choose another school	
Commercial Training Programs Offered	Cost	Approximate program length
Degree or diploma aviation program(s) that include pilot training to commercial standards		
Integrated Airline Transport Pilot Program		
Structured Professional Pilot Program		
Modular Training: Does the school offer the modules you are interested in? <ul style="list-style-type: none"> • Private Pilot Licence • Commercial Pilot Licence • Multi Engine Rating • Single Engine Instrument Rating • Multi Engine Instrument Rating • Multi Crew Cooperation • Upset Recovery Training • Licence Conversion 		
Other Considerations	Cost	Notes
Accommodation options		
Transportation to and from airport		
Food: Costs and if any food programs		
Payment Policy (in advance, in installments, pay as you go)		
Availability of an Information Package or Student Handbook that covers among other things: <ul style="list-style-type: none"> • Refund Policy • Student Complaint Procedure • Assistance on integrating into your new community 		
Arrangements for meeting you on arrival in Canada		

STEP 5: OBTAIN A LETTER OF ACCEPTANCE

After having chosen your school, you will need to obtain a letter of acceptance from that school in order to obtain a study permit. You should ask the school to send a letter that uses the IRCC standardized letter of acceptance. See below for details on the standardized format.

IRCC STANDARDIZED LETTER OF ACCEPTANCE GUIDELINES

Immigration, Refugees and Citizenship Canada (IRCC) and, Citizenship and Immigration Canada (CIC) has produced a standardized letter of acceptance to be filled out by educational institutions. As you see in the quote from IRCC below, using this standardized letter facilitates your application:

“Background: After consultation with stakeholders, Immigration, Refugees and Citizenship Canada (IRCC) and, Citizenship and Immigration Canada (CIC) has produced a standardized letter of acceptance to be filled out by educational institutions. Completing the letter of acceptance correctly will facilitate the initial processing of the student's application at missions abroad and ports of entry as well as future applications for extensions of study permits in Canada.”

PROVIDING THE SCHOOL WITH INFORMATION THEY NEED FOR YOUR LETTER OF ACCEPTANCE

The school needs to provide 28 separate items of information in your letter of acceptance. It is to your advantage to check out the guidelines and make sure you provide the school with information they need from you to prepare the letter. If they do not get what they need from you it will delay preparation of the letter. Click this link <http://www.IRCC.gc.ca/english/pdf/pub/accllet-e.pdf> for complete details on what your Letter of Acceptance should contain.

STEP 6: APPLY FOR A STUDY PERMIT

DO YOU NEED A STUDY PERMIT?

Generally speaking, you can train in Canada if your program of study will be less than 6 months. However, if there is any likelihood at all that you will need to stay longer you are well advised to apply for the permit. Otherwise you may have to leave the country to extend your permit.

ABOUT YOUR STUDY PERMIT APPLICATION

Remember that to apply for a study permit your letter of acceptance must now come from a [Designated Learning Institution](#). You need to include the Designated Learning Institution number (DLI #), which is the number that begins with the letter “O”, on your application form

This link will give you information on what makes you eligible for a study permit and how to apply: <http://www.IRCC.gc.ca/english/study/study-who.asp>. You can apply on paper or online but read the information to make sure you are prepared to provide answers to the questions once you start the online application.

In summary the link above tells you:

- You must prove that you have enough money to pay for your:
 - tuition fees
 - living expenses for yourself and any family members who come with you to Canada and
 - return transportation for yourself and any family members who come with you to Canada.
- You must be a law-abiding citizen with no criminal record and not be a risk to the security of Canada. You may have to provide a police certificate.
- You must be in good health and willing to complete a medical examination, if necessary.
- You must satisfy an immigration officer that you will leave Canada at the end of your authorized stay

AFTER YOU APPLY

To find out what happens after you apply, if you need to change your address, or what happens when your application is approved or refused, check out this link: [Find out what to do after you apply.](#)

After the visa office receives your application, the visa office might request more information or documents. These may include the following:

- Security Information: If you want to study in Canada, you and any family members who come to Canada with you, and who are 18 years of age and over, may have to provide police certificates. Click [security checks](#) to get more information about what is involved.
- Medical information: You may need a medical examination. (Do not confuse with an Aviation Medical Exam.) A Visa Officer will send you instructions if you do. This requirement may add three months to the processing time of your application. Check this link for more details [medical exams.](#)

HOW LONG WILL IT TAKE TO GET A STUDY PERMIT?

This link [Check processing times](#) will give you some guidelines about how long it takes to process your application. Times differ depending on your country, so check it out to get a good idea of wait times.

NOTE ABOUT STUDYING IN THE PROVINCE OF QUÉBEC

Persons attending a university/college in Québec may require a Certificat d'Acceptation du Québec (CAQ) from Québec Immigration prior to entry to Canada. For flying courses, this only applies where you are enrolled in a degree granting course that includes flight training. For details of whether you need a CAQ and how to apply for a CAQ, please contact the academic institution in Québec where you have been accepted for study.

STEP 7: PREPARE FOR YOUR ARRIVAL IN CANADA

ARRANGE FOR HEALTH INSURANCE

The Government of Canada does not pay for the medical costs of foreign students. Health coverage for foreign students varies among the provinces. Contact the school to which you are applying to receive more information about medical coverage and health insurance. Students are **strongly encouraged** to arrange Health Insurance prior to arriving in Canada. Some schools will make this a requirement of your admission. You can arrange Health Insurance through companies such as StudentGuard, or ask your school of choice if they are willing to help you arrange it.

TAKE YOUR AVIATION MEDICAL EXAM

If at all possible you should arrange to take your Aviation Medical exam before you travel. Although it is unlikely that you would fail the medical if you are in reasonable health, you do not want to spend money to travel to Canada and then discover that there is a medical issue that would prevent you from passing the medical exam. Students planning to undertake commercial pilot training should make sure to ask for the Category 1 Aviation Medical exam. If you are only planning to undertake private pilot training you can obtain a Category 3 medical. However, if you have any reason to think you might go on to commercial training, it is suggested that you take the Category 1 Aviation Medical exam.

Do not confuse the Aviation Medical Exam with any medical examination you may have been required to take to obtain your student study permit. The Aviation Medical Exam is specific for determining whether your health is suitable for piloting an aircraft.

Every ICAO country has medical examiners approved by the Canadian government to conduct pilot medical examinations. The list of examiners can be found at: <http://wwwapps.tc.gc.ca/saf-sec-sur/2/come-meac/l.aspx?lang=eng>

Upon successfully passing the exam, Transport Canada will issue you with a medical certificate in addition to your student pilot permit. Allow 4-6 weeks for this document to be mailed to you.

ARRANGE YOUR TRAVEL TO CANADA

Check with your school before you book a flight on the preferred route to reach their location. They may have some time-saving tips for you that are not apparent to people who are not familiar with their location.

As soon as you book your flight to Canada, make sure to notify your school of your anticipated arrival date. Then resend this information a week or so before your departure. It is a good idea to send an email just before you leave, confirming that you are about to take your flight and expect to be met at your destination.

DO YOU NEED AN ETA (ELECTRONIC TRAVEL AUTHORIZATION)?

As of September 2016, there are new rules in place for foreign persons arriving in Canada by air. See this quote below from the IRCC website: <http://www.cic.gc.ca/english/visit/visas.asp>

“new entry requirement now in effect: visa-exempt foreign nationals are expected to have an Electronic Travel Authorization (eTA) to fly to or transit through Canada. [Exceptions](#) include U.S. citizens, and travellers with a valid Canadian visa. Canadian citizens, including [dual citizens](#), and [Canadian permanent residents](#) cannot apply for an eTA.”

Although this requirement may not apply to you it is best if you check see whether you personally will need an eTA. You can do this easily at <http://www.cic.gc.ca/english/visit/visas.asp>

DOCUMENTS TO CARRY ON YOUR PERSON

Documents to have on your person (not in your luggage) when you arrive in Canada

- A valid passport or travel document.
- An eTA if applicable.
- The letter of introduction from the visa office that you received when your study permit was approved (this letter contains your permit reference number and the CBSA officer needs this letter to issue your study permit)
- A valid temporary resident visa (if required)
- A copy of the letter of acceptance from the designated learning institution at which you are accepted to study
- Proof that you have enough money to support yourself during your stay in Canada and
- Letters of reference or any other documents recommended by the visa office where you applied

See this link to make sure the list above is up to date: [Prepare for your arrival](#)

WORKING IN CANADA

Note: Always take personal responsibility to check to make sure that you have the latest rules before you start working, as IRCC may change them and flight training websites may not be updated immediately.

WORKING WHILE STUDYING

Full-time students pursuing an academic, professional or vocational training program at a [designated learning institution](#) will be:

- eligible to work off campus without a work permit;
- allowed to work off campus for up to 20 hours per week during a regular academic session and full time during regularly scheduled breaks; and
- able to work off campus immediately rather than waiting six months.

To be able to work in Canada, however, you must be registered and enrolled at your designated learning institution, and you must get a [Social Insurance Number](#) from Service Canada.

THE IRCC POST GRADUATION WORK PERMIT PROGRAM (PGWPP)

Please note carefully that the information below needs to be verified by you if you are planning to apply under the PGWPP program. IRCC may update their rules from time to time and you need to be sure you are working with the most current set. Furthermore, you need to be sure that they apply to your individual circumstances.

Under the rules as of 2016 shown below, international students who obtain a Flight Instructor Rating may be eligible to work in Canada for a time after graduation.

Here is a quote from the Immigration, Refugees and Citizenship Canada (IRCC) and, Citizenship and Immigration Canada (CIC) website:

<http://www.IRCC.gc.ca/english/resources/tools/temp/students/post-grad.asp>

“Flight instructors who meet either of the following criteria may be issued work permits under the PGWPP. In order to be eligible, applicants must:

- have completed a flight training course at a Canadian training centre and have obtained a Canadian Commercial Pilot’s Licence; and
- have obtained, or be in the process of obtaining, an Instructor’s Rating and have received an offer of employment as a flight instructor from a flight training centre.



Applicants providing either of the above documents may be issued a post-graduation work permit valid for up to three years if the flight-training course was at least two years. Applicants whose course of study is between eight months and two years will be issued a post-graduation work permit valid for the length of the program. Flight training courses under eight months do not qualify a student for a post-graduation work permit”

ATAC CONTACT INFORMATION

Thank you for your attention to this document. We welcome you to Canada and to the ATAC flight school of your choice. If you have further questions, please contact:

Wayne Gouveia
Vice President, Commercial General Aviation
wgouveia@atac.ca
Tel: 613-233-7727 ext. 309



Put our century of flight training experience to your service. Come and fly Canada!



APPENDIX A: DETAILS OF CANADIAN LICENCES AND RATINGS

RECREATIONAL PILOT PERMIT

PRIVILEGES

- Fly as pilot-in-command of a single-engine aeroplane designed to carry a maximum of 4 passengers, but with no more than one passenger carried on board, under Day VFR conditions in Canadian Airspace

PREREQUISITES

- Minimum 16 years of age (14 for first solo)
- Valid Category 1, 3, or 4 Medical Certificate

TRAINING REQUIREMENTS

- A minimum of 25 hours flight time, including a minimum of:
 - 15 hours dual instruction flight time, including a minimum of 2 hours cross-country flight time
 - 5 hours solo flight time
- Successfully complete a flight test to the standard outlined in the Flight Test Standard - Recreational Pilot Permit - Aeroplane (TP12475E).
- Obtain a minimum grade of 60% on the written examination Pilot Permit - Recreational - Aeroplane (RPPAE), or Private Pilot Licence - Aeroplane (PPAER).

PRIVATE PILOT LICENCE

PRIVILEGES

The holder of a Private Pilot Licence – Aeroplane may:

- Act as pilot-in-command or co-pilot of an aeroplane of a class and type in respect of which the licence is endorsed with ratings
- Act as pilot-in-command of an ultra-light aeroplane

PREREQUISITES

- Minimum 17 years of age (14 for first solo)
- Valid Category 1, or 3 Medical Certificate

TRAINING REQUIREMENTS

Knowledge

An applicant for a Private Pilot Licence – Aeroplane shall have completed a minimum of 40 hours private pilot aeroplane ground school instruction including mandatory subject areas. An applicant shall have obtained a minimum of 60% on the written examination for Private Pilot Licence – Aeroplane (PPAER)

Experience

An applicant shall have completed a minimum of:

- 45 hours total flight time, of which a maximum of 5 hours may be completed in an approved flight-training device.
- 17 hours dual instruction flight time, including 3 hours of cross country flight time and 5 hours of instrument time (3 hours may be approved simulator ground time)
- 12 hours solo flight time, including 5 hours of cross country flight time, including a flight of a minimum of 150 nautical miles which shall include 2 full stop landings at points other than the point of departure

Skill

An applicant shall successfully complete a flight test to the standard outlined in the Flight Test Standards – Private Licence – Aeroplane TP13723E Commercial Pilot Licence

COMMERCIAL PILOT LICENCE

PRIVILEGES

While engaged in providing a commercial air service by means of an aeroplane of a class and type in respect of which the licence is endorsed with ratings, act as:

- Pilot-in-command of the aeroplane, if the minimum flight crew document for the aeroplane specifies a minimum flight crew of one pilot, or
- Co-pilot of the aeroplane

PREREQUISITES

- An applicant shall be a minimum of eighteen years of age
- An applicant shall hold a Category 1 Medical Certificate valid for a Commercial Pilot Licence - Aeroplane.

TRAINING REQUIREMENTS

Knowledge

1. An applicant shall have completed a minimum of 80 hours commercial pilot aeroplane ground school instruction including at least the 10 subjects specified in CARS 431.0.
2. An applicant who is a graduate from an approved integrated course shall have completed the applicable course requirements in section 426.75 of the *Canadian Aviation Regulations*.

Written Examination

1. All applicants shall have obtained a minimum of 60% in each of the following four mandatory subjects areas as well as in the overall written examination Commercial Pilot Licence — Aeroplane (CPAER):
 1. Air Law - regulations, rules and orders, air traffic services, practices and procedures, and licensing requirements relevant to the licence,
 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.
2. An applicant who is a graduate from an approved integrated course shall have completed the applicable course requirements in section 426.75 of the *Canadian Aviation Regulations*.

Experience

1. An applicant for a commercial pilot licence — aeroplane shall:
 1. Have completed, subject to paragraph (b), a minimum of 200 hours flight time in aeroplanes, of which a minimum of 100 hours shall be pilot-in-command time including 20 hours cross-country pilot-in-command flight time, and
 2. Following the issuance of a private pilot licence — aeroplane by Canada or another contracting state, have completed 65 hours of commercial pilot flight training in aeroplanes consisting of a minimum of:
 - I. 35 hours dual instruction flight time, under the direction and supervision of the holder of a Flight Instructor Rating — Aeroplane, including:
 - i. 5 hours night, including a minimum of 2 hours of cross-country flight time;
 - ii. 5 hours cross-country, which may include the cross-country experience stated in subclause (i); and
 - iii. 20 hours of instrument flight time in addition to the experience stated in subclauses (i) and (ii). A maximum 10 hours of the 20 hours may be conducted on an approved aeroplane simulator or synthetic flight training device.
 - II. 30 hours solo flight time including:
 - i. (I) 25 hours solo flight time emphasizing the improvement of general flying skills of the applicant which shall include a cross-country flight to a point of a minimum of 300 nautical mile radius from the point of departure and shall include a minimum of 3

landings at points other than that of departure; and

- ii. (II) 5 hours solo flight time by night during which a minimum of 10 takeoffs, circuits and landings were completed.
2. An applicant who is a graduate from an approved integrated course shall have completed the applicable experience requirements in section 426.75 of the *Canadian Aviation Regulations*.

Skill

Within the 12 months preceding the date of application for the licence, an applicant for a commercial pilot licence - aeroplane shall successfully complete a flight test as pilot-in-command of an aeroplane, in accordance with [Schedule 4](#) "Flight Test for the Issuance of a Commercial Pilot Licence – Aeroplane" of Standard 428 - *Conduct of Flight Tests*.

NIGHT RATING

The minimum age for a Night Rating is seventeen years of age. Before commencing training in the Night Rating Program, a student requires a valid Private Pilot Licence-Aeroplane Category, and a valid Category 1 or Category 3 Medical Certificate.

PRIVILEGES

- Operate aeroplanes, at night, which are endorsed on their licence.

PREREQUISITES

- Minimum 17 years of age
- Valid Private Pilot Licence
- Valid Category 1 or 3 Medical Certificate

TRAINING REQUIREMENTS

- A minimum of 20 hours pilot flight time in aeroplanes, including:
 - **10 hours of night flight time including a minimum of:**
 - 5 hours dual flight time, including 2 hours of cross country flight time
 - 5 hours solo flight time, including 10 takeoffs, circuits and landings
 - 10 hours dual instrument time
 - Credit for a maximum of 5 hours of the 10 hours of dual instrument may be given for instrument ground time, provided that the total instrument time shall be in addition to the 10 hours night flight time in sub-paragraph above; **and**
- Have displayed satisfactory knowledge to your instructor.

AIRLINE TRANSPORT PILOT LICENCE (ATPL)

PRIVILEGES

- All privileges of the Commercial Pilot Licence, Multi Engine Rating and Class 1 Instrument Rating
- Write the ATPL exams prior to graduation

PREREQUISITES

- Before entering an integrated course, pre-entry requirements must be met for medical, age, level of education and language proficiency.
- For medical requirements, since the individual is seeking a commercial pilot licence, the medical requirements for this licence should be met before entering the course.
- The minimum age for holding a commercial pilot licence is 18 so entry to the course must ensure that this requirement can be met once the course is completed.

- Before being admitted to an integrated course, the student shall have a secondary school diploma or equivalent. A copy of the diploma or the document of equivalency can be kept on the student's file. The mechanism for equivalency will vary from province to province and territory. All provinces have a system for establishing equivalency. The most commonly used system is the General Educational Development Testing Service. Although GED testing would be the minimum standard for equivalency, there is nothing to prevent a flight school establishing higher equivalency requirements for their own integrated course.
- Company policy sets requirements for language proficiency. A minimum level of proficiency in either English or French, as applicable, is needed for learning. Regulations are being developed to introduce new ICAO standards for language proficiency. Once implemented, these standards could provide a basis for language proficiency on entering an integrated course.

TRAINING REQUIREMENTS

- 205 hours flight time, including all flight tests, of which up to 55 hours may be instrument ground time
- 750 hours of ground school instruction, of which a minimum of 500 hours shall be classroom based

MULTI-ENGINE RATING

PRIVILEGES

- Fly non-high-performance multi-engine aeroplanes as endorsed on your licence.

PREREQUISITES

- Valid PPL or CPL
- Valid Category 1 or 3 Medical Certificate

TRAINING REQUIREMENTS

- Complete sufficient dual instruction to meet the flight test standards.
- Successfully complete a flight test to the standard outlined in the Flight Test Standards – Multi-Engine Rating - Aeroplane (TP219)

INSTRUMENT RATINGS, GROUP 1 AND GROUP 3

Note: A Group 1 Instrument Rating allows pilots to fly under Instrument Flight Rules in a multi-engine or single-engine aircraft. A Group 3 rating allows pilots to fly under Instrument Flight Rules in a single-engine aircraft.

PRIVILEGES

- The holder of an Instrument Rating may act as Pilot-in-command of an aircraft where there is no visual reference to the ground.

PREREQUISITES

- A valid Commercial Pilot Licence or Private Pilot Licence;
- In the case of a Multi-engine (Group 1) Instrument Rating, a Multi-Engine Rating;
- A valid Category 1, or 3 Medical Certificate.

TRAINING REQUIREMENTS

- Complete a minimum of 50 hours of cross-country flight time as pilot-in-command in aeroplanes
- 40 hours instrument time of which a maximum of 20 hours may be instrument ground time, including:
- One dual cross-country flight under simulated or actual IMC conditions to a point a minimum of 100 nautical miles radius from the point of departure.
- The flight is to be conducted in accordance with an IFR flight plan and must include, at 2 different locations, an instrument approach to minima.

- Successfully complete a flight test to the standard outlined in the Flight Test Standard – Instrument Rating (TP9939E)
- Obtain a minimum of 70% on the written examination for Instrument Rating (INRAT).

VFR OVER THE TOP

PRIVILEGES

- This rating allows you to operate aeroplanes endorsed on your licence over top of cloud while maintaining visual reference to the horizon, and providing weather at departure and destination is VFR.

PREREQUISITES

- Valid Private Pilot Licence
- Valid Category 1 or 3 Medical Certificate

TRAINING REQUIREMENTS

- 15 hours of dual instrument time of which a maximum of 5 hours may be instrument ground time
- Demonstrate to your instructor the level of skill specified in the Flight Instructor Guide – VFR OTT.

SEAPLANE (FLOAT) RATING

PRIVILEGES

- This rating entitles you to use water surfaces for take-off and landing.

PREREQUISITES

- Recreational Pilot Permit
- Private Pilot License, or
- Commercial Pilot License

TRAINING REQUIREMENTS

- 7 hours of training including a minimum of 5 hours dual instruction and 5 solo take-offs and landings

