Study and Reference Guide

Airline Transport Pilot Licence

Helicopter

Fifth Edition

February 2004
GENERAL

KNOWLEDGE REQUIREMENTS

Applicants for a ATPL Helicopter are expected to have mastered the various subjects included in this guide in addition to material required to obtain a Commercial Pilot Licence – Helicopter (see TP 2476E). All applicants must also be able to read the examination questions in either English or French without assistance.

Subjects marked with a bullet (•) are considered essential knowledge for the ATPL – Helicopter applicants.

EXAMINATIONS

The conditions of issue of all flight crew licences are stated in the Canadian Aviation Regulations (CARs).

Applicants for the Commercial Pilot Licence in the Aeroplane Category shall demonstrate their knowledge by writing a Transport Canada multiple choice examination on subjects contained in this guide.

<table>
<thead>
<tr>
<th>Examination</th>
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<th>Time Limit</th>
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<tbody>
<tr>
<td>Air Regulations and Air Traffic Procedures,</td>
<td>80</td>
<td>3½ hours</td>
<td>70%</td>
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<td>Helicopter Operations and Navigation General –</td>
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<td>Meteorology, Radio Aids to Navigation and Flight Planning – HAMRA</td>
<td>80</td>
<td>3½ hours</td>
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EXAMINATION RESULTS: FEEDBACK STATEMENTS

Feedback statements on the results letter will inform the candidate where questions were answered incorrectly.

Example of a Feedback Statement

Identify the atmospheric conditions favorable for thunderstorm formation.
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TRANSPORTATION SAFETY BOARD OF CANADA (TSB) – (A.I.P. GEN 3.0)

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2. Aviation Weather Information Service (AWIS)
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4. Weather Broadcasts by FSS
5. Atmospheric Environment Service Weather Briefing
6. Transcribed Weather Broadcasts (TWB)
7. DUATS – Commercial Weather Service
8. Automatic Terminal Information Service (ATIS)
9. VOLMET (HF) Broadcast
10. Pilots Automatic Telephone Weather Answering Service (PATWAS)

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- 1. Aviation Routine Weather Report (METAR)
- 2. SPECI
- 3. Decoding
- 4. AWOS
- 5. Pilot Reports (PIREP/AIREP)

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- 1. Times Issued and Validity Periods
- 2. Decoding
- 3. Graphical Area Forecasts (GFA) and AIRMET
- 4. Aerodrome Forecasts (TAF)
- 5. Upper Level Winds and Temperature Forecasts (FD)
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10. Radio Magnetic Indicator (RMI)
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2 Wave Length and Frequency
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4 Characteristics of Low, High and Very High Frequency Radio Waves
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6 Very Low Frequency (VLF) Navigation System
7 Global Navigation Satellite System (GNSS-GPS)
8 Very High Frequency Direction Finding (VHF-DF)
9 Area Navigation System (RNAV)
10 Inertial Navigation System (INS)

APPROACH AIDS

1 Instrument Landing System (ILS)
2 Global Navigation Landing System (GNSS-GPS)
3 Surveillance Radar (ASR & AASR)
4 Precision Approach Radar (PAR)
5 Secondary Surveillance Radar (SSR)
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2. Hovering In Ground Effect and Out of Ground Effect (IGE / OGE)
3. Critical Wind Envelope
4. Best Rate of Climb
5. Cruising for Range / Endurance
6. Effect of Changes in Weight / Temperature
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3. De-icing and Anti-icing Fluids
4. De-icing and Anti-icing Procedures
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7. Pre-take off Inspection
8. Health Affects
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8. Effects of Smoking
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1. The Decision-Making Process
2. Factors that Influence Decision-Making
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6. Attitudes
7. Workload (attention and information processing)

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1. Controls and Displays
   - Errors in Interpretation and Control
   - Information Selection – eg. "glass" cockpits
2. Alerting and Warning Systems
   - Appropriate Selection and Set up
   - False Indications
   - Distractions and Responses
3. Standard Operating Procedures (SOPs)
4. Correct Use of Charts, Checklists and Manuals

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   - Passengers
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TABLES AND CHARTS

The following section contains examples of different tables and charts which may be used on ATPL-H examinations.
LOADING CONFIGURATION (Page 1 of 2)

8 PLACE CLUB

FUSELAGE STATION IN INCHES
(FUSELAGE STATION IN MILLIMETERS)

<table>
<thead>
<tr>
<th>BL</th>
<th>BL</th>
<th>BL</th>
<th>BL</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>16.0</td>
<td>16.0</td>
<td>16.0</td>
<td>16.0</td>
</tr>
<tr>
<td>(+ 406)</td>
<td>(+ 406)</td>
<td>(+ 406)</td>
<td>(+ 406)</td>
</tr>
</tbody>
</table>

9 PLACE SEATING – EXTREME LEFT CONFIGURATION

<table>
<thead>
<tr>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
<th>Lateral Arm</th>
<th>Lateral Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight Empty Condition</td>
<td>5202</td>
<td>256.3</td>
<td>1332876</td>
<td>-0.5</td>
</tr>
<tr>
<td>+ Oil</td>
<td>29</td>
<td>270.0</td>
<td>7831</td>
<td>0</td>
</tr>
<tr>
<td>+ Pilot</td>
<td>170</td>
<td>168.2</td>
<td>28594</td>
<td>+16.0</td>
</tr>
<tr>
<td>+ Copilot/Passenger</td>
<td>170</td>
<td>168.2</td>
<td>28594</td>
<td>-14.0</td>
</tr>
<tr>
<td>+ Pass., Forward Left</td>
<td>170</td>
<td>200.2</td>
<td>34034</td>
<td>-17.3</td>
</tr>
<tr>
<td>+ Pass., Mid Left</td>
<td>170</td>
<td>228.4</td>
<td>38828</td>
<td>-17.3</td>
</tr>
<tr>
<td>+ Pass., Aft Left</td>
<td>170</td>
<td>257.9</td>
<td>43843</td>
<td>-17.3</td>
</tr>
<tr>
<td>+ Fuel (247 U.S. Gal J et A, A-1, or J P-5)</td>
<td>1679</td>
<td>263.3</td>
<td>442081</td>
<td>0</td>
</tr>
<tr>
<td>Take off Condition</td>
<td>7760</td>
<td>252.1</td>
<td>1956680</td>
<td>-1.4</td>
</tr>
<tr>
<td>- Fuel</td>
<td>-1679</td>
<td>-442081</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Landing Condition (Extreme Left Lat. CG)</td>
<td>6081</td>
<td>249.1</td>
<td>1514599</td>
<td>-1.8</td>
</tr>
</tbody>
</table>

10 PLACE SEATING – MOST FWD. CONFIGURATION

<table>
<thead>
<tr>
<th>Weight</th>
<th>Arm</th>
<th>Moment</th>
<th>Lateral Arm</th>
<th>Lateral Moment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight Empty Condition</td>
<td>5172</td>
<td>255.9</td>
<td>1323515</td>
<td>-0.4</td>
</tr>
<tr>
<td>+ Oil</td>
<td>29</td>
<td>270.0</td>
<td>7830</td>
<td>0</td>
</tr>
<tr>
<td>+ Pilot and Copilot</td>
<td>340</td>
<td>168.2</td>
<td>57188</td>
<td>+1.0</td>
</tr>
<tr>
<td>+ Passengers (2) fwd</td>
<td>340</td>
<td>200.7</td>
<td>68238</td>
<td>-10.5</td>
</tr>
<tr>
<td>+Passengers (3) Mid</td>
<td>510</td>
<td>229.2</td>
<td>116802</td>
<td>0</td>
</tr>
<tr>
<td>+ Fuel (247 U.S. Gal J et A, A-1, or J P-5)</td>
<td>1679</td>
<td>263.3</td>
<td>442081</td>
<td>0</td>
</tr>
<tr>
<td>Take off Condition</td>
<td>8070</td>
<td>249.8</td>
<td>2015744</td>
<td>-0.7</td>
</tr>
<tr>
<td>- Fuel</td>
<td>-1679</td>
<td>-442081</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Landing Condition (Most fwd CG)</td>
<td>6391</td>
<td>246.2</td>
<td>1573663</td>
<td>-0.8</td>
</tr>
</tbody>
</table>
# Fuel Loading Table (English)

**Type A, A-1, and JP-5**

- **Weight (Pounds)**: 6.8 LB / U.S. GAL.
- **C G (Inches)**: 258.7
- **Moments (In-Lbs)**: 17592

<table>
<thead>
<tr>
<th>Quantity (U.S. Gal.)</th>
<th>Weight (Pounds)</th>
<th>C G (Inches)</th>
<th>Moment (In-Lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>68</td>
<td>258.7</td>
<td>17592</td>
</tr>
<tr>
<td>20</td>
<td>136</td>
<td>260.5</td>
<td>35428</td>
</tr>
<tr>
<td>30</td>
<td>204</td>
<td>261.3</td>
<td>53305</td>
</tr>
<tr>
<td>40</td>
<td>272</td>
<td>261.5</td>
<td>71128</td>
</tr>
<tr>
<td>50</td>
<td>340</td>
<td>261.6</td>
<td>89944</td>
</tr>
<tr>
<td>60</td>
<td>408</td>
<td>261.8</td>
<td>106813</td>
</tr>
<tr>
<td>70</td>
<td>476</td>
<td>262.2</td>
<td>124807</td>
</tr>
<tr>
<td>80</td>
<td>544</td>
<td>262.6</td>
<td>142854</td>
</tr>
<tr>
<td>90</td>
<td>612</td>
<td>262.9</td>
<td>160895</td>
</tr>
<tr>
<td>100</td>
<td>680</td>
<td>263.0</td>
<td>178840</td>
</tr>
<tr>
<td>110</td>
<td>748</td>
<td>263.1</td>
<td>196799</td>
</tr>
<tr>
<td>120</td>
<td>816</td>
<td>263.2</td>
<td>214771</td>
</tr>
</tbody>
</table>

**Type B and JP-4**

- **Weight (Pounds)**: 6.5 LB / U.S. GAL.
- **C G (Inches)**: 262.6
- **Moments (In-Lbs)**: 142854

<table>
<thead>
<tr>
<th>Quantity (U.S. Gal.)</th>
<th>Weight (Pounds)</th>
<th>C G (Inches)</th>
<th>Moment (In-Lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>64</td>
<td>258.7</td>
<td>16816</td>
</tr>
<tr>
<td>20</td>
<td>130</td>
<td>260.5</td>
<td>33632</td>
</tr>
<tr>
<td>30</td>
<td>195</td>
<td>261.3</td>
<td>50954</td>
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<tr>
<td>40</td>
<td>261</td>
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<td>67990</td>
</tr>
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<td>50</td>
<td>325</td>
<td>261.8</td>
<td>85020</td>
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<td>60</td>
<td>390</td>
<td>261.8</td>
<td>102102</td>
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<tr>
<td>70</td>
<td>455</td>
<td>262.2</td>
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<td>80</td>
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<td>100</td>
<td>650</td>
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<td>110</td>
<td>715</td>
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<td>188117</td>
</tr>
<tr>
<td>120</td>
<td>780</td>
<td>263.2</td>
<td>205296</td>
</tr>
</tbody>
</table>

*NOTE: All data above represents usable fuel based on nominal density at 15°C (59°F).*

## Baggage Compartment Loading Table

**Location of Tie Downs (Footman Loops)**

<table>
<thead>
<tr>
<th>Longitudinal Fuselage Station</th>
<th>Lat. B.L.</th>
</tr>
</thead>
<tbody>
<tr>
<td>288.7</td>
<td>-15.4</td>
</tr>
<tr>
<td>299.3</td>
<td>-20.2</td>
</tr>
<tr>
<td>313.2</td>
<td>-18.5</td>
</tr>
<tr>
<td>327.4</td>
<td>-13.0</td>
</tr>
</tbody>
</table>

## Baggage Cargo Center of Gravity

<table>
<thead>
<tr>
<th>Weight (LBS)</th>
<th>F.S. 294.0</th>
<th>F.S. 301.0</th>
<th>F.S. 306.3</th>
<th>F.S. 308.1</th>
<th>F.S. 313.4</th>
<th>F.S. 320.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>7350</td>
<td>7525</td>
<td>7658</td>
<td>7703</td>
<td>7835</td>
<td>8008</td>
</tr>
<tr>
<td>50</td>
<td>14700</td>
<td>15050</td>
<td>15315</td>
<td>15405</td>
<td>14670</td>
<td>16015</td>
</tr>
<tr>
<td>75</td>
<td>22050</td>
<td>22585</td>
<td>22973</td>
<td>23108</td>
<td>23505</td>
<td>24023</td>
</tr>
<tr>
<td>100</td>
<td>29400</td>
<td>30100</td>
<td>30630</td>
<td>30810</td>
<td>31340</td>
<td>32030</td>
</tr>
<tr>
<td>125</td>
<td>36750</td>
<td>37625</td>
<td>38288</td>
<td>38513</td>
<td>39175</td>
<td>40038</td>
</tr>
<tr>
<td>150</td>
<td>44100</td>
<td>45150</td>
<td>45945</td>
<td>46215</td>
<td>47010</td>
<td>48045</td>
</tr>
</tbody>
</table>
POWER ASSURANCE CHECK (GROUND)

ANTI ICE - OFF
HEATER ECS - OFF
GENERATOR - ON; OFF IF LOAD EXCEEDS 30 AMPS
COLLECTIVE PITCH - FULL DOWN
THROTTLES:
TEST ENGINE - FULL OPEN
OTHER ENGINE - FLIGHT IDLE

NP RPM - 97%
COLLECTIVE PITCH - INCREASE UNTIL LIGHT ON SKIDS (AT OR ABOVE 95% NG). DO NOT EXCEED 86.4% ENGINE TORQUE, 785+ MGT, OR 102.9% NG.
STABILIZE POWER ONE TO FOUR MINUTES, THEN RECORD PRESSURE ALTITUDE, OAT, TORQUE, MGT, AND NG RPM.
REDUCE COLLECTIVE.

ENTER CHART AT INDICATED ENGINE TORQUE, MOVE DOWNWARD TO INTERSECT PRESSURE ALTITUDE, PROCEED LEFT AND RIGHT TO INTERSECT OUTSIDE AIR TEMPERATURE, THEN MOVE DOWN TO READ MAXIMUM ALLOWABLE MGT AND NG.
REPEAT CHECK USING OTHER ENGINE. IF EITHER ENGINE EXCEEDS ALLOWABLE MGT OR NG PUBLISHED PERFORMANCE MAY NOT BE ACHIEVABLE.

ENGINE TORQUE-PERCENT (INDICATED)

MAXIMUM ALLOWABLE MGT - C
MAXIMUM ALLOWABLE NG-PERCENT
HELIICOPTER - HOVER CEILING

HOVER OUT OF GROUND EFFECT

TAKEOFF POWER

100% N₁, ANTI-ICE OFF, NO BLEED-AIR

REDUCE GROSS WEIGHT DETERMINED FROM CHART BY AMOUNT SHOWN IN THE FOLLOWING TABLE, AS APPLICABLE:

<table>
<thead>
<tr>
<th>CONFIGURATION</th>
<th>WEIGHT REDUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAPS INSTALLED*</td>
<td>150 POUNDS</td>
</tr>
<tr>
<td>ANTI-ICE ON</td>
<td>200 POUNDS</td>
</tr>
<tr>
<td>ANTI-ICE ON WITH EAPS INSTALLED</td>
<td>270 POUNDS</td>
</tr>
</tbody>
</table>

*EAPS SWITCH IN THE ON POSITION. NO WEIGHT REDUCTION WITH EAPS SWITCH IN THE OFF POSITION.
HELICOPTER - TAKE-OFF AND LANDING WEIGHTS - CAT. “B”

CATEGORY “B”
MAXIMUM TAKEOFF AND LANDING GROSS WEIGHT
CT58-110 ENGINE
100% N₁

WEIGHT BASED ON ABILITY TO HOVER AT 10 FEET WHEEL HEIGHT WITH TAKE-OFF POWER

NOTE: USE APPROPRIATE SCALE FOR ICE SHIELD AND/OR ANTI-ICE
MAXIMUM TAKE-OFF GROSS WEIGHT CANNOT EXCEED 19,000 LBS

Figure 3
Category “B”

Limiting heights and corresponding speeds for safe landing after an engine suddenly becomes inoperative.

1. The curves are applicable to all altitudes and temperatures at the corresponding maximum allowable take-off gross weight as determined from Figure 3.
2. At gross weights or temperatures below the maximum allowable as determined from Figure 3, reduce the H/V diagram at the 100 feet 1 kt./2° C.
3. Do not decrease below 15 kt. IAS.

Information on Test Conditions:
1. Hard surface runway.
2. Winds calm.
3. Straight take-off and climb-out path,
HELC0PTER - FUEL CONSUMPTION

TWIN-ENGINE LEVEL FLIGHT FUEL CONSUMPTION

CONDITIONS
- Best range cruise:
  14° collective pitch
- Applicable to all temperatures

Appendix 0057
HELICOPTER - ACCELERATE/STOP DISTANCE (Graph #1)

NOTE 1: Minimum critical time = 4 seconds

NOTE 2: It is recommended to use the critical time method which is more accurate and more practical.

NOTE 3: Round off the critical time to the next higher unit.

Determination of:
- Critical Speed
- Critical Time
- Accelerate-Stop Distance (d)
- 35 ft (10 m) Clearing Distance (D1)

Corrections to Use Chart Opposite

Appendix 0056
SINGLE ENGINE LANDING DISTANCE
OVER 50 FOOT (15 METER) OBSTACLE

POWER AS REQUIRED
ENGINE RPM 97%
GENERATOR 105 AMPS
INOPERATIVE ENGINE SECURED

RATE OF DESCENT 500 FT/MIN
HARD SURFACED RUNWAY
40 KIAS AT 50 FEET
HEATER/ECS OFF
ANTI-ICE OFF OR ON

14,000 FT. DEN. ALT. LIMIT
Max. OAT

MAXIMUM GROSS WEIGHT FOR LANDING
FIGURE 4-3

7000 (3175) AND BELOW
6000 (2722)
5000 (2270)
4000 (1820)
3000 (1370)
2000 (820)
1000 (470)
0 (S.L.)
-2000
-4000
-6000

PRESSURE ALTITUDE - FT

4000
2000
0
-2000
-4000
-6000

MAXIMUM GROSS WEIGHT FOR LANDING
FIGURE 4-3A

6000 (2722)
5000 (2270)
4000 (1820)
3000 (1370)
2000 (820)
1000 (470)
0 (S.L.)
-2000
-4000
-6000

PRESSURE ALTITUDE - FT

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - FT X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - FT X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LANDING DISTANCE - METERS X 100

-60 -40 -20 0 20 40 60
OAT - °C

LAN
RECOMMENDED STUDY MATERIAL

- List of Civil Aviation Publications (TP 3680E) - Contains titles, reference numbers, source and cost.
- 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)
- Human Factors for Aviation - Advance Handbook (TP 12864E)
- Heliport and Helideck Standards and Recommended Practices (TP 2586E)
- Aeronautical Information Publication (A.I.P. Canada) (TP 2300E)
- Canadian Aviation Regulations (CARs)
- Radiotelephone Operator’s Restricted Certificate Guide (Aeronautical)
- The Pilot’s Guide to Medical Human Factors
- Canada Flight Supplement (CFS)
- Charts: - VFR Navigation (VNC) / VFR Terminal Area (VTA) / Enroute Low Altitude


Information on the Transportation of Dangerous Goods is available from Transport Canada.

Air Transportation Licences is available from the Canadian Transportation Agency (internet address: http://www.cta-otc.gc.ca/index_e.html).

Customs Requirements is available from the Canada Customs and Revenue Agency (http://www.cbsa-asfc.gc.ca/menu-e.html).

Canada Labour Code is available from Social Development Canada (http://www.sdc.gc.ca/).

Information on text books and other publications produced by commercial publishers can be obtained through local flying training organizations, bookstores and similar sources.


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: http://www.tc.gc.ca/CivilAviation/General/Exams/Centres.htm