

2026 GGC / RVSS Glider Pilot Ground School

AIRMANSHIP & REGULATIONS

AGENDA

Part 1

- *Introduction*
- *Pilot Licencing Requirements*
- *Aircraft Licencing Requirements*
- *Record Keeping*
- *Airspace*

Part 2

- *Regulations Review*
- *Summary*



Reference Material : CAR Excerpts Handout

Canadian Glider Pilot Licence Requirements

Medical

- Transport Canada Category 4 (Solo) or Category 3 (Instructor)

Category 4

- self declared medical
- must sign a declaration form
- renew every 5 years
- solo and passenger flying only
- fee = \$85

Category 3

- medical examination by a TC designated examiner
- renew every 5 years
- required for instructor rating
- fee = \$85 (TC) + Doctor fee*

* Doctor fee not covered by OHIP,
(typically \$100 to \$200)

Canadian Glider Pilot Licence Requirements

Flying Experience Requirements

- Typically 30 to 60 flights with an instructor before going solo.
- Transport Canada flying requirements for licence are:
 - Satisfactory completion of a pre-solo examination.
 - PSTAR – Glider administered by club CFI
 - Minimum 20 solo flights under the supervision of a licenced instructor.
 - Minimum of 5 hours solo flying time.
 - Satisfactory completion of flight test with Chief Flying Instructor (CFI).

Canadian Glider Pilot Licence Requirements

Written Requirements

- successfully completion of an approved ground school of at least 15 hours duration
- successfully complete the TC Glider Pilot examination (better than 60%)
- letter of recommendation from club CFI

Canadian Glider Requirements

Aircraft Requirements

- Minimum equipment set
 - compass
 - altimeter
 - airspeed indicator
 - pilot restraint
- Certificate of Airworthiness (C of A)
 - from Transport Canada, Joint Airworthiness Authorities (JAA 22) and/or other reciprocal agreements
- Certificate of Registration (C of R)
 - Proof of Canadian registration
 - Specific ownership requirements
- Proof of liability insurance
- Journey & technical logs
 - Annual inspection
 - Compliance with Airworthiness Directives (mandatory)

Canadian Glider Requirements

- Aircraft Journey & Technical Logs

JOURNEY – ROUTE		CREW – ÉQUIPAGE	RECORD OF TIME – FICHE DE TEMPS				TOTAL		
1. DATE	2. POINT OF DEPARTURE AND DESTINATION POINT DE DÉPART ET DESTINATION	3. NAME/S – NOM/S	4. UP QUITTE LE SOL À	5. DOWN PRISE DE CONTACT	6. AIR TIME TEMPS DANS LES AIRS	7. FLIGHT TIME TEMPS DE VOL	7. TOTAL AIR TIME SINCE MANUFACTURE TEMPS AIR TOTAL DEPUIS SA CONSTRUCTION	8. TOTAL NUMBER OF PERSON ON BOARD NOMBRE DE PERSONNES À BORD	
TOTAL BROUGHT FORWARD TOTAL REPORTÉ							463:50	NUMBER NOMBRE	WEIG POID
JUNE 2/2002	PENDLETON	ROGER HILDESHEIM				4:08	467:58		
JUNE 9/2002	PENDLETON	ROGER HILDESHEIM				4:14	472:12		
JUNE 24/2002	HAWKESBURY	ROGER HILDESHEIM				:25	472:37		
JUNE 28/2002	HAWKESBURY	ROGER HILDESHEIM				2:05	474:42		
JUNE 29/2002	HAWKESBURY	ROGER HILDESHEIM				2:38	477:20		
JUNE 30/2002	HAWKESBURY	ROGER HILDESHEIM				2:49	480:09		
JULY 3/2002	HAWKESBURY	ROGER HILDESHEIM				4:09	484:18		
JULY 4/2002	HAWKESBURY	ROGER HILDESHEIM				3:35	487:53		
JULY 5/2002	HAWKESBURY	ROGER HILDESHEIM				1:03	488:56		
JULY 13/2002	PENDLETON	ROGER HILDESHEIM				2:00	490:56		
JULY 20/2002	PENDLETON	ROGER HILDESHEIM				4:17	494:13		
JULY 21/2002	PENDLETON	ROGER HILDESHEIM				1:54	496:07		
JULY 27/2002	PENDLETON	ROGER HILDESHEIM				2:35	498:42		
AUG 3/2002	PENDLETON	ROGER HILDESHEIM				1:50	500:32		
AUG 7/2002	PENDLETON	ROGER HILDESHEIM				2:02	502:34		

Canadian Glider Requirements

- Pilot Training Records

STAGE: Number from Sequence of Flying Exercises Listing		1	1	1	1	1	2	2	3	3				
Page number from Instructor Handbook		8	8	8	8	9	10	66	12	12				
PILOT IN COMMAND	RECORD EACH EXERCISE COVERED	Preparation for flight, Cockpit checks LOOKOUT techniques & practice Effects of Controls Coordinated Gentle Turns Control of Speed Aileron Drag and Continuous Turning SOAR Technique and Practice Stability, Further Effects of Controls Use of the Trim	<table border="1"> <tr> <td></td> <td></td> </tr> <tr> <td>DUAL</td> <td>SOLO</td> </tr> </table>			DUAL	SOLO							
DUAL	SOLO													
BROUGHT FORWARD														

		4	4	5	5	5	6	6	7	7	8	8	9	9	10	10	11	11	11	12	12	13	13	13	14	14	14	14	15	15	15	16	16	17	17	18	19	20	23	24
		14	15	18	19	20	22	23	38	23	43	30	49	52	50	36	39	50	52	41	40	54	37	38	56	56	54	40	58	58	59	59	35	35	36	62	41	55	65	
		Reduced-G sensitivity exercise	1g Stalls, Slow Flying, Turning onto a Heading	Medium Turns	Thermalling Techniques & Protocol exercises.	Flying Straight (towards a point on horizon)	Effects of Abrakes exercises at height	Approach Control; Under- and Over-boosting	Takeoff and Aerotow at Which Launch	Approach and Landing	Steep Turns	Circuit Planning - High Key areas, Low Key slot	Advanced Thermalling - Collision Avoidance	Flying the Circuit - Use of Radio	Spiral Dives	ZigZag on Downwind exercise	Bearing the Stream - Low & High tow	Further Stalling exercises - accelerated stalls	Effect of Angle of bank on Stall Speed exercise	Rope/Cable break procedures at height	Stall Rope exercise	Sideslip at Altitude exercises	Abrakes Fully Open before Circuit exercise	Tug Upwells & Emergency Procedures on Tow	Crosswind Takeoffs and Landings	Illusions created by Drift	Sideslip to Lose Height on Approach	Descending on Tow exercise	Approach to Spin, Full Spin and Recovery	Spin Comparison to Spiral Dive & Recovery	Changing Effect of Rudder at the Stall	Further Spinning exercises - Spins Avoidance	Right Hand circuit & Spins avoidance practice	Covered instruments exercise	Abbreviated Circuit exercise - rope break at 500'	Off-field Field Selection, Circuit and Landing ex.	Rope/Cable break series of exercises	Slipping Turn prior to Landing	Post solo exercises	

Type Approval Data Sheet

Canadian Glider Airworthiness Requirements

Sample Type Certificate

Number: G-119
Issue No.: 2
Approval Date: March 7, 1994
Issue Date: March 6, 1996

This Data Sheet which is part of Type Approval Certificate No. G-119 Issue 2 prescribes the conditions and limitations under which the product(s) for which the Type Approval Certificate was granted meet(s) the standards of airworthiness required pursuant to the Air Regulations.

Type Approval Holder:

Przedsiębiorstwo Doswiadczalno-Produkcyjne Szybownictwa
 "PZL-Bielsko"
 ul. Cieszyńska 325
 43-300 Bielsko-Biala,
 Poland

Affected Models

SZD-55-1

1. MODEL SZD-55-1 (Glider) (Utility Category) Approved March 7, 1994

Airspeed Limits (IAS)		<u>knots</u>	<u>km/h</u>
V _W	(Winch Tow)	78	145
V _T	(Airplane Tow)	84	155
V _{NE}	(Never Exceed) - Smooth Air	138	255
V _{RA}	(Never Exceed) - Gust Conditions	105	195
V _A	(Maneuvering)	105	195
V _{ABE}	(Airbrake Operation)	138	255
V _{LG}	(Undercarriage Operation)	138	255

Maximum Weight (Mass)	Without ballast in wings	350 kg	772 lbs
	With ballast in wings	500 kg	1102 lbs

C.G. Limits See Flight Manual as listed in Approved Publications.

Datum Wing leading edge at wing root rib.

Levelling Means Root rib horizontal

Minimum Crew One (pilot)

Maximum Occupants One

36 Glaser-Dirks

Date of issue: 08. Juli 1986

Affected sailplane:

German Type Certificate No. 301

DG-100, all series

all gliders with single piece canopy

up serial number E195

German Type Certificate No. 323

DG-200, all series

all gliders with single piece canopy

German Type Certificate No. 359

DG-300, all series

serial numbers 3E1 through 3E175

Subject:

1. Canopy emergency release

2. Ventilation

3. Flight /Maintenance Manual

Reason:

Improved marking of canopy emergency release and ventilation, exchange of handbook pages.

Action and compliance:

Action to be accomplished in accordance with Technical Informations before next flight after the effective date of this AD.

Technical publications of the manufacturer:

Glaser-Dirks Technical Information No. 301/14, No. 323/6 and No. 359/9 of June 24, 1986

which become herewith part of this AD and may be obtained from Messrs. Glaser-Dirks,

Flugzeugbau GmbH, Im Schollengarten 19-20, D-7520 Bruchsal 4, Federal Republic of Germany.

Accomplishment and log book entry:

Action to be accomplished by a skilled person and to be entered in the sailplanes log.

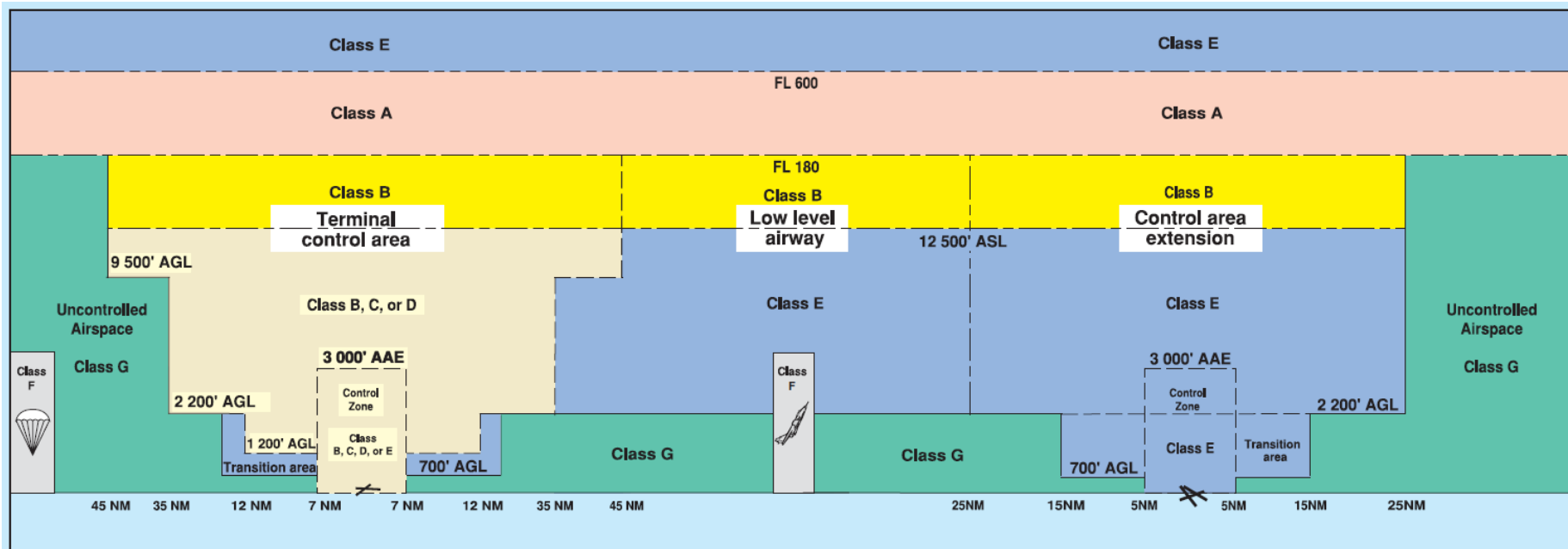
Canadian Glider Requirements

Sample Airworthiness Directive

Canadian VFR Limits

AIRSPACE	FLIGHT VISIBILITY	DISTANCE FROM CLOUD	DISTANCE ABOVE GROUND
Control zones and aerodrome traffic zones	3 miles minimum	1 mile horizontally 500' vertically	500' vertically
Special VFR	1 mile	Clear of cloud	CAR 602.14
Other controlled	3 miles minimum	1 mile horizontally 500' vertically	CAR 602.14
Uncontrolled at or above 1000' AGL	1 mile minimum (day) 3 miles minimum (night)	2000' horizontally 500' vertically	CAR 602.14
Uncontrolled below 1000' AGL	2 miles minimum (day) 3 miles minimum (night)	Clear of cloud	CAR 602.14

Canadian Airspace



IFR	CONFLICT RESOLUTION:	N/A
	TRAFFIC INFORMATION:	N/A
	SEPARATION:	A aircraft
	SPEED LIMITATION:	Nil
	RADIO:	Mandatory
	TRANSPONDER:	Yes
	CLEARANCE:	- ATC -

B	N/A
A aircraft	
Mandatory	Yes
- ATC -	

C	Provided between IFR and VFR
Yes	
IFR from IFR	
Mandatory	Yes
- ATC -	

D	Equipment and workload-permitting
Yes	
IFR from IFR	
Mandatory	Yes, in designated areas
- ATC -	

E	No
Workload-permitting	
IFR from IFR	
Mandatory	Yes, in designated areas
- ATC -	

250 kt below 10 000' MSL
200 kt below 3 000' AGL within 10 NM of a controlled airport

F	<u>Special-Use Airspace</u>
Rules	As specified in the DAH (TP 1820).
If not specified, or when the area is not active, the appropriate rules for the surrounding airspace apply.	

G	Uncontrolled airspace
250 kt below 10 000' MSL	
200 kt below 3 000' AGL within 10 NM of a controlled airport	
ATS provides flight information and alerting service.	

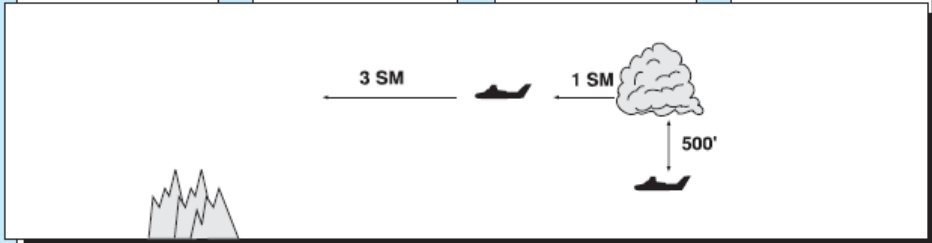
VFR	CONFLICT RESOLUTION:	
	TRAFFIC INFORMATION:	
	SEPARATION:	
	VMC MINIMA:	
	SVFR:	
	SPEED LIMITATION:	
	RADIO:	
TRANSPONDER:		
CLEARANCE:		

N/A	
N/A	
A aircraft	
Yes	

Upon request	
Yes	
Yes	
Mandatory	Yes
- ATC -	

Upon request-equipment and workload-permitting	
Yes	
Yes	
Mandatory	Yes, in designated areas
Establish radio contact	

No	
Workload-permitting	
Yes	
Not required	
Yes, in designated areas	
Not required	



250 kt below 10 000' MSL
200 kt below 3 000' AGL within 10 NM of a controlled airport

Restricted
Traffic not authorized without the approval of the user/controlling agency

Advisory
Non-participant traffic should avoid flight within the area

Uncontrolled airspace	
2 000'	
1 SM	
1 000' AGL	
Clear of cloud	
2 SM	

250 kt below 10 000' MSL	
200 kt below 3 000' AGL within 10 NM of a controlled airport	
ATS provides flight information and alerting service.	

Canadian Airspace – Ottawa TCA



A Trip Across Ottawa

- Takeoff:
 - Pendleton
- Landing:
 - Smiths Falls

Regulatory/Airmanship Information

Canadian Aviation Regulations (CARs):

<http://www.tc.gc.ca/eng/acts-regulations/regulations-sor96-433.htm>

Other Airmanship Reference Material:

- VFR Navigation Charts (VNC) - AIR5002 Montreal & AIR5000 Toronto
- VFR Terminal Area Charts (VTA) - Ottawa
- Designated Airspace Handbook

<http://www.navcanada.ca/en/products-and-services/pages/aeronautical-information-products-designated-airspace-handbook.aspx>

- Canada Flight Supplement
- Aeronautical Information Manual (AIM)

<https://www.tc.gc.ca/eng/civilaviation/publications/tp14371-menu-3092.htm>

- Aircraft pilot and technical manuals

Reference Material

DESIGNATED AIRSPACE HANDBOOK

(Aussi disponible en français)

PUBLISHED UNDER THE AUTHORITY OF THE
MINISTER OF TRANSPORT

ISSUE NO 251
EFFECTIVE 0901Z 20 AUGUST 2015

(Next Issue: 15 OCTOBER 2015)

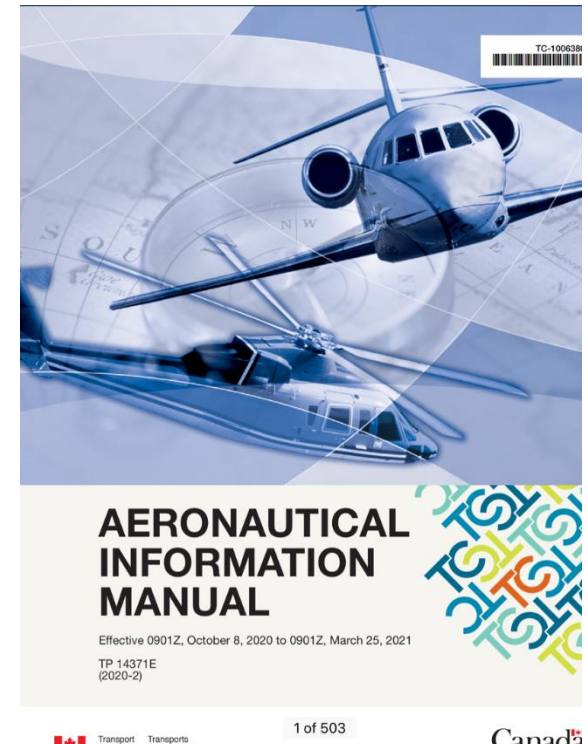
CAUTION
THE INFORMATION IN THIS PUBLICATION
MAY BE SUPERSEDED BY NOTAM

SOURCE OF CANADIAN CIVIL AERONAUTICAL DATA:
NAV CANADA

SOURCE OF CANADIAN MILITARY AERONAUTICAL DATA:
HER MAJESTY THE QUEEN IN RIGHT OF CANADA
DEPARTMENT OF NATIONAL DEFENCE

PRODUCED BY
DEPARTMENT OF NATIONAL DEFENCE

PUBLISHED BY
NAV CANADA



Designated Airspace Handbook

CYR536 DWYER HILL, ON

The airspace within the area bounded by a line beginning at:

N45°09'46.00"	W075°56'24.00"	to
N45°07'25.00"	W075°53'37.00"	to
N45°05'16.00"	W075°57'09.00"	to
N45°07'35.00"	W075°59'10.00"	to
N45°09'46.00"	W075°56'24.00"	point of beginning

Designated Altitude	– Surface to 2500'
Time of Designation	– Cont
User/Controlling Agency	– Dwyer Hill Training Centre D Ops O Air Aviation (613) 838-4756 Ext 2580
Operating Procedures	– No person shall operate an aircraft within the area described unless the flight has been authorized by the User/Controlling Agency.

CYA528(S)(T) KEMPTVILLE, ON

The airspace within the area bounded by a line beginning at:

N45°05'59.00"	W075°46'23.00"	to
N45°03'50.00"	W075°45'48.00"	to
N45°03'02.00"	W075°44'51.00"	to
N45°01'42.00"	W075°39'32.00"	to
N44°57'19.00"	W075°34'18.00"	thence clockwise along the arc of
6 miles		radius centred on
N44°51'44.00"	W075°37'24.00"	to
N44°56'07.29"	W075°31'38.95"	thence counter-clockwise along the arc of a
24 miles		radius centred on
N45°19'21.00"	W075°40'09.00"	(Ottawa/Macdonald-Cartier Intl. ON - AD) \ to
N45°03'13.10"	W075°15'01.84"	to
N45°06'53.00"	W075°41'26.00"	to
N45°05'59.00"	W075°46'23.00"	point of beginning

Designated Altitude	– Surface to below 4000'
Time of Designation	– Ocs1 daylight by NOTAM
User Agency	– Rideau Valley Soaring
Controlling Agency	– Montréal Centre (514) 633-3671
Operating Procedures	– Activated on request to and when approved by Ottawa Terminal. The rules for Class G airspace apply when the area is active. When not active, the rules for the applicable surrounding airspace apply.

Canada Flight Supplement

Effective 0901Z 10 December 2015 to 0901Z 04 February 2016

B756 AERODROME/FACILITY DIRECTORY

PENDLETON ON

CNF3

REF	N45 29 10 W75 05 46 3NW 15°W UTC-5(4) Elev 260' A1905 A5002 A5000	
OPR	Gatineau Gliding Club 613-673-5386 Reg Aprt attended wknds, hols and ocsl wkd	
PF	B-1 C-2,4,5 D-3,6	
FLT PLN	(bil) NOTAM FILE CYND FIC Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)	
RWY DATA	Rwy 13/31 2650x100 turf Rwy 08/26 2550x100 old asphalt, 30' ctr x 2500' new asphalt/gravel Rwy 17/35 2550x100 old asphalt	
RCR	Opr No win maint. All old asphalt sfc exc 30' strip Rwy 08/26 rough. Use turf rwys beside each old asphalt sfc (same length/width).	
COMM	ATF UNICOM Sat-Sun O/T tfc 123.3 5NM 3300 ASL excluding the airspace that lies within Ottawa TCA class C airspace.	
PRO	Extensive glider activity.	

Aviation Weather Web Site (AWWS) - Weather



Aviation Weather
Web Site

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Forecasts and Observations

[Web Site Navigation - Executive Summary](#)

Alphanumeric Data

AIRMET/SIGMET	UPR WNDS (FDs)	METAR/TAF	NOTAM	AIC
Volcanic Ash	PIREP	Live RVR	VFR Route Forecast (Avbl Mar-Oct)	AIP Supplements

Graphical Weather Products

Flight COND	SIGWX MID LVL	UPR AIR ANALYSIS	Graphical FA	ASEP
Wx Cams	SIGWX HI LVL	CDN TURB FCST	Local Graphic Fcst West Coast	COMOX (DND) Charts
UPR WNDS ≤ FL180	SIGWX Atlantic	N ATLC TURB Eastbound	Radar	
UPR WNDS FL240 to FL450	SFC ANALYSIS	N ATLC TURB Westbound	Satellite	

Additional Links

Airport Diagrams	U.S. Wx (ADDS)	U.S. Wx Cams	Sunrise / Sunset (NRC)	NOTICES
----------------------------------	--------------------------------	------------------------------	--	-------------------------

Notice To Airmen (NOTAM)

170040 CYND OTTAWA(CHILDREN'S HOSP)(HELI)
CPK7 CRANE 452407N 753900W (APRX 610 FT NNE HELIPAD)
200 FT AGL 272 MSL. LGTD
1200-2300 DLY
1702151200 TIL 1703032300

170043 CYND OTTAWA/ROCKCLIFFE
CYRO AD CLSD
1702131900 TIL 1702141400

000000 CYND OTTAWA/GATINEAU
CYND RSC 09/27 80 PCT BARE AND DRY, 20 PCT COMPACTED SN. 1702132148
CYND CRFI 09/27 -7C .48 1702132148

000000 CYND SMITHS FALLS/SMITHS FALLS-MONTAGUE (RUSS BEACH)
CYSH RSC 06/24 45 PCT BARE AND DRY, 50 PCT COMPACTED SN, 5 PCT ICE
PATCHES. 1702132200
RMK: TWY AND APN: 60 PCT BARE AND DRY 40 PCT COMPACTED SN

Collaborative Flight Planning Site (CFPS) – NOTAM & Weather

The screenshot shows the CFPS website interface. The browser address bar displays <https://plan.navcanada.ca/wxrecall/>. The page header includes the NAV CANADA logo, "Collaborative Flight Planning Services", and navigation tabs for "Welcome" and "Weather and NOTAM". A "Log In" link is visible in the top right.

The main content area features a search interface with the following elements:

- Search box: "CNF3 (Site) X" with a placeholder "Enter Aerodrome, FIR, Navaid, etc."
- Buttons: "Search" and "Restore Defaults"
- Filters: "Route Radius (NM)" set to 10, "Show Duplicates" checked, "SIGMET" checked, "AIRMET" unchecked, "NOTAM" set to "EN+FR", "METAR" set to "0H (Current Data Only)", "TAF" checked, "PIREP" checked, "Upper Wind" set to "Both", and "BC VFR Route Forecast" unchecked.
- Analysis section: "Surface" unchecked.

The search results are displayed in a table with columns for "Metadata" and "Bulletin". The search was performed on 2021-02-02 at 02:28:24, displaying 12/12 results. The "Display Result Metadata" checkbox is checked, and the results are sorted by "Location".

The first result is for NOTAM CYUL, with the following text circled in yellow:

(N0300/21 NOTAMN
A) CYUL B) 2102021330 C) 2102021400
E) QUEBEC RDO REMOTE COM OUTLET (RCO) 123.55MHZ AND 126.7MHZ AT MONTREAL U/S

The second result is for NOTAM CNF3, with the following text:

(H0253/21 NOTAMR H0252/21
A) CZUL CZQM CZQX B) 2102040459 C) 2105050359EST
E) COVID-19: FLIGHT RESTRICTIONS
UNTIL FURTHER NOTICE, WITH THE INTENT TO PREVENT THE SPREAD OF COVID-19 THROUGHOUT CANADA, ALL COMMERCIAL AIR SVC, PRIVATE OPR

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End of Part 1