

## DHESC – Flying Section

### **The Superior Experience Standard : March 2007**

#### 1) Reference

See CAR 401.05 for Recency Requirements, including requirements related to carrying passengers (5 take-offs and landings in the previous 6 months).

#### 2) Discussion

There may be times when a licenced pilot in our club wishes to 'measure up' to some sort of standard for currency and experience, beyond the minimum currency standards specified in CAR 401.05, and in our club rules of operation.

This document lays out a nominal Superior Experience Standard, which could be used by any pilot to judge personal readiness before taking on any advanced task such as a long cross-country flight over unfamiliar or difficult terrain, or a Hope-Air flight, or any extensive passenger-carrying flights (such as for Air Cadets, Girl Guides, etc).

This document can also be used by any (or all) of our licenced pilot members simply as a useful standard to achieve and then retain. Typically, over the winter, flying activity decreases, and skills need to be refreshed in the spring, and this document can help in that activity.

#### 3) The Superior Experience Standard

(a) Time since PPL flight test pass	12 months (minimum)
(b) Total flight time in aeroplanes (Dual + PIC)	150 hours
(c) Total PIC flight time in aeroplanes	100 hours
(d) Take Offs & Landings flown in last 3 months	5
(e) PIC time in last 3 months	2 hours
(f) PIC time in last 12 months	10 hours
(g) Exercises flown in last 12 months (dual or PIC)	9 (45° bank), 12, 14, 22, 24 (VOR)
(h) Airfields flown at, in last 12 months	2 (other than YZD)

#### 4) Clarification & Explanation

Item (d) refers to takeoffs & landings actually flown without assistance, either as PIC or dual, as per CAR 401.05. The intention in item (g) is that pilots will keep in good practice for at least these few key exercises, in some way, either as PIC or as part of a checkout or dual training flight with a Check Pilot or Instructor. Personal log books should be used to record this practice or training. Note that CAR 602.15 (2) (b) (iv) allows a limited low-flying exemption only with the supervision of an Instructor. Item (h) means that a pilot actually flies at least one full stop landing at 2 other airfields.