HYDRAVION AVENTURE
Aventure Écotourisme Québec

428, rang des Grés, G0X2P0 St Étienne des Grés, Qc, Canada
Tél : (+001) 819-609-9358 - Fax : (+001) 819-535-3169
pilote@hydravion.ca www.hydravion.ca

SEAPLANE INSTRUCTION

TO FLY A SEAPLANE IN QUÉBEC IS TO REDISCOVER THE PLEASURE OF THE PIONEER AVIATORS BACK IN THE 1930S.

There are a number of reasons you might undertake some seaplane instruction:

- To improve your piloting ability in general;
- To discover another different way of flying…when there were no airports;
- To begin a career as a seaplane pilot.

Thanks to the environment in which he or she flies, bush pilots in Canada develop a range of piloting and skills and special judgment. These acquirements are recognized by airlines and it can be an important advantage in this highly competitive world if looking for work.
If it's simply for pleasure, then take a truly unique holiday and taste the pleasure of being able to fly free as a bird, with any one of the hundreds of lakes around you to choose as your next airport. With the family, among friends, arriving at one's hotel by seaplane is indeed an accessible luxury in Canada.

GENERALITIES – FRANCE AND FOREIGN PILOT

Canada: Here we speak of "endorsement," since Transport Canada requires a minimum of 7 hours flying time, including 1 solo flight with 5 take-offs and 5 landings; it's really the solo flight that validates your competency.
Foreign country: Please report to the file "Conv_licence_en"

The theoretical courses are given throughout the instruction period. Instruction follows the recommendations of Transport Canada, last reviewed in 1996.

In practice at HYDRAVION AVENTURE

The seaplane used for the endorsement is the Piper Cub. It's the ideal aircraft to begin training, because it's easy and pleasant to fly, and allows you to concentrate on the technique particular to seaplanes. The great majority of our students do their solo flight before the required 7 hours.
- The hourly rate is $269+taxes (cumulative taxes amount to 14.975% in Québec) instructor and theory course included.
- The regulations require a minimum of 7 hours flying time, including 1 solo flight with 5 take-offs and 5 landings.

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DIFFERENT INSTRUCTION PROGRAMS

Classic formula

- The classic formula is to take some accommodation at our waterbase, from where you can follow the seaplane program on the Piper Cub. You can then take advantage of other activities offered by Hydravion Aventure and upon request, use a Beaver or a Cessna to discover the surrounding region.
- The seaplane base CHA2 is located 20 minutes by car from downtown Trois-Rivières. Here is a Google Map link: http://goo.gl/maps/UgEHM
- The site is perfect for flying instruction, directly on the quayside. It is also interesting to visit the surrounding region, with its multitude of lakes offering many a pretext to stop off and visit an outfitter's camp, or lakeside inns and hotels. Nearly all the photos on this site were taken in the Mauricie region.
- Trois-Rivières city is 20 min driving, Shawinigan city 10 min, these two cities are very festive in summer.
- 5 days package, 7 hours flight training, floatplane transfer from Montreal waterbase city center, 5 days rental car at our main waterbase, **$5990 + taxes/person**.

All-inclusive formula

In order to provide you with a genuine holiday at the same time, for a number of years now we have been offering a combined stay with flying instruction and accommodation all organized.
In principle, we will arrange accommodation in a hotel on the waterside for the four days that you will spend learning the rudiments of flying the Piper Cub.

After that, if you are with the family or a group of friends, you can use a Cessna 180 or a De Havilland Beaver to discover something more of Québec by seaplane. Maybe stay in a log-cabin style hotel or a remote outfitter's camp. This is an 11-day/10-night program starting and ending in Montreal.

- If you are travelling by yourself, you can do this discovery tour of Québec at the controls of a Piper Cub, flying from inn to inn in company with an instructor/guide. You'll complete about 15 hours of flying time in the seaplane in total. This is an 8-day/7-night program and one of the more extraordinary aviation experiences you are ever likely to have. The cost is **$9,990 all taxes included**, including accommodation in a 3- or 4-star hotel with half board, and all flights hours of instruction on a Piper Cub.

Please don't hesitate to contact us if you have any questions. We will be pleased to assist you in preparing for your flying instruction on a seaplane.

We like to be in close contact with our clients, so a telephone call is to be recommended first of all so we can present our company and better respond to your needs. If it is convenient for you, please give us a contact telephone number as well as a time when you would be free to speak with us and we'll get in touch.

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HOW TO BOOK:

You can book by filling out the booking form available on the website with your contact details and the name of the trip you would like to take (Flying Instruction), as well as the formula desired. Do not enter the cost, as we will send you a quote depending on the formula chosen and the level of service required (accommodation, etc. if required).

If you have any special requests, you can contact us, preferably by email, at pilote@hydravion.ca as well as by phone at (+001) 819−609−9358.

A deposit of 35% of the total cost is required to confirm a reservation. Your booking will be confirmed and an invoice sent along with a detailed trip plan.

Looking forward to flying together…

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FREQUENTLY ASKED QUESTIONS

Renting a seaplane to fly solo

Hydravion Aventure is, as far as we know, the only bush company – aerial taxi to offer recognized flying instruction on a seaplane.
Flying instruction is exclusively done on a Piper Cub.

There are two types of solo flights:
- As part of the training program, we naturally offer the possibility of a solo flight on a Piper Cub; these are local flights without passengers, under the supervision of an instructor on the ground.
- To rent a plane without an instructor, allowing you to take off and land anywhere you like, is only available to a few of our clients. They must have a minimum of 50 hours on a seaplane and have demonstrated that they can fly with complete safety (theirs, their passengers and that of the aircraft). It must be clearly understood that, even though one can fly about quite freely, flying a seaplane in Canada involves going into a potentially hostile and inhospitable environment. There is no infrastructure, no airport (though sometimes a dock or a beach), and so it requires considerable knowledge and experience to know how to shelter and aircraft and refuel it etc. And above all, this type of flying is similar to mountain flying, so one has to know how to complete the right circuit, how to approach each lake one lands on, and how to negotiate the surrounding hills. Questions will arise: is the lake long enough, are there shallows, what about the flaps, etc. And all that has to be calculated rapidly far from civilization!
It is therefore possible only for the assiduous; you will be responsible for the aircraft and assume the amount of the deductible in case of an incident.

Type of seaplane provided for instruction

Flying instruction as such is only available on the Piper Cub.
If you opt to then do a discovery circuit on a Cessna or De Havilland Beaver with your family after training on the Piper Cub, you will be in the right-hand seat, can fly the aircraft from time to time and assist the pilot. You'll see, that's already a lot of work!

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FOREIGN PILOT
INFORMATIONS RELATED TO REQUIREMENTS OF THE SEAPLANE RATING

1- ***If you wish to receive training on a seaplane without the intention of having the seaplane rating added to your foreign licence :***
You will only receive dual training ; you will need a valid foreign medical and licence.
Note: no solo flight

2. ***If you wish to receive seaplane training with the intention to have the seaplane rating added to your foreign licence :***
Get in touch with the civil aviation authority responsible for the issuance of your licence in order to be informed of their requirements and obtain the documents required to have the seaplane rating added to your foreign licence.
You will be required to apply for a Foreign Licence Validation Certificate for training from Transport Canada. See the enclosed procedure ANNEXE A

3. ***If you already have the seaplane rating on your foreign licence :***
You should apply for a Validation Certificate Issued on the Basis of Foreign Licence, for private recreational purposes, from Transport Canada. See the enclosed procedure. ANNEXE B

4. ***If you wish to add the seaplane rating on your Canadian licence :***
The requirements are stipulated in the Canadian Aviation Regulations, Standard 421.38(1) found on the Transport Canada Web site as reported on the reverse side of the enclosed document ANNEXE C*

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FOREIGN PILOT
INFORMATIONS RELATED TO REQUIREMENTS OF THE SEAPLANE RATING

ANNEXE A Quebec Region - Procedures - Foreign Licence Validation Certificate (FLVC)

In order to process a request to obtain an FLVC, the following documents must be received:

1. *A completed application for the FLVC. Sea under "Other Application Forms" via http://www.tc.gc.ca/eng/civilaviation/opssvs/general-personnel-apps-1820.htm*
2. *A valid foreign flight crew licence or a valid temporary foreign flight crew licence that is endorsed with:*
   - *a) privileges and ratings applicable for the FLVC application;*
   - *b) A valid English or French language proficiency rating to a minimum "Operational level" (ICAO level 4).*
     - *i. If a language proficiency rating is not endorsed on the licence or in the case where the licensing staff is unable to determine the validity of the language proficiency rating, then the applicant shall provide a letter from the same Civil Aviation Authority that issued the licence attesting to the validity and the language proficiency level attained.*
3. *A valid medical certificate issued by the same state that issued the licence.*
   - *a. In the case of a licence issued by a member country of the European Aviation Safety Agency (EASA), a medical certificate issued by any EASA member country should be accepted.*
4. *A copy of the data page from the applicant's passport indicating photo identification, name, signature, date of birth and citizenship.*
5. *The fee specified in Subpart 104 of the CARs, Schedule IV, Item 14. $45.00 (can be paid in person at the Transport Canada Office).*

Please scan and send the above information via e-mail so we may open a file. We will send you a confirmation of your file number.
Once you arrive you must provide Transport Canada with all original documents.

Our offices are located at the following locations: http://www.tc.gc.ca/eng/quebec/menu.htm and Regional Offices http://www.tc.gc.ca/eng/civilaviation/opssvs/general-personnel-licensing-1804.htm It is at this time your FLVC will be issued to you.

If you have any questions please write us at licence-qc@tc.gc.ca

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ANNEXE B Licence Issued On the Basis of Foreign Licence

(a) An applicant who is the holder of a Private or higher pilot licence -aeroplane issued by a Contracting State shall be considered:

(i) to have met the ground school instruction requirement; and

(ii) to have met the written examination requirement and the flight test requirement, provided that the foreign licence was not issued on the basis of a licence from another State, and that the applicant:

(A) has met the flight time requirements specified in subsection (4);

(B) has obtained a minimum of 90% in the written examination Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Aviation Regulations (PSTAR); and

(C) has completed, as pilot in command or co-pilot in aeroplanes, a minimum of 5 take-offs and 5 landings within the 6 months preceding the date of application for the Canadian licence.

(b) The licence shall be annotated by the Minister to indicate that it was issued on the basis of the foreign licence.

(c) An applicant shall hold a Category 3 canadian Medical Certificate valid for a Private Pilot Licence - Aeroplanes;

BE ADVISED you should obtain a canadian medical prior to come (minimum 40 days) and be sure your foreign licence meets canadian requirements (flight time, cross country 150 Nm, 5 hours instruments flight training)

Form 26-0791E and 26-0726E are to be used.

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ANNEXE C

CAR's 421.38 Seaplane Rating - Requirements

(a) ***Experience***

(i) An applicant for a seaplane rating shall complete a total of 7 hours of seaplane training, including:
(A) a minimum of 5 hours dual instruction, and
(B) a minimum of 5 takeoffs and landings as sole occupant of the aeroplane, except for two crew aircraft, in which case the takeoffs and landings shall be done as pilot-in-command.
(ii) The following exercises shall be included in the seaplane training:
(A) taxiing,
(B) sailing,
(C) docking,
(D) takeoffs, and
(E) landings, and
(F) as conditions exist, operations on glassy water, rough water and in crosswind conditions.

(b) ***Skill***

Within the 12 months preceding the date of application for a seaplane rating, an applicant shall have successfully completed a qualifying flight under the supervision of a Transport Canada Inspector or a person qualified in accordance with CAR 425.21(6) by demonstrating the level of skill specified in the Instructor Guide - Seaplane Rating (TP12668).

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You are a Foreign pilot with valid foreign licence and foreign medical	- Dual Seaplane Training: YES - Solo flight: NO
You want the seaplane rating added to your foreign licence	- Contact your foreign civil aviation autority to know their requirements and - Contact Transport Canada to obtain a Foreign Licence Validation Certificate *See the enclosed procedure ANNEXE A*
You have a valid foreign licence with a seaplane rating and you want to fly canadian seaplanes or You have a valid foreign licence and you want to obtain a canadian seaplane rating because you want to fly canadian	- You should apply for a Validation Certificate Issued on the Basis of Foreign Licence, for private recreational purposes, from Transport Canada. *see ANNEXE B* - Supposed your foreign licence meets the canadian requirements, you have to graduate PSTAR and hold a category 3 canadian medical - Solo flight: YES