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Pilot Training Record vs Logbook Canada: CPL Evidence Pack

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Executive Summary

A Canadian pilot working toward a commercial pilot licence (CPL) or a flight instructor rating holds, in practice, two records with different owners and different legal duties. The first is the **personal log** that Canadian Aviation Regulations (CARs) section 401.08 requires every applicant and holder to maintain (laws-lois.justice.gc.ca). The second is the **pilot training record (PTR)** that CAR 405.33 requires whoever conducts private, commercial or instructor-rating flight training to keep for each trainee (laws-lois.justice.gc.ca). Neither replaces the other, and a matching hour total in one does not certify the other.

The completion handoff changed on 17 December 2025. Under the current CAR 405.33(3), once the trainee has finished flight training, including all tests and written examinations required under Subpart 1, the provider must give the trainee a **paper copy** of the PTR and forward an **electronic copy** to the Minister (laws-lois.justice.gc.ca). The amendment was published in the Canada Gazette, Part II (gazette.gc.ca), and the regulatory impact statement explains that it spares Transport Canada from storing mailed paper records (gazette.gc.ca). The earlier text, in force from 22 March 2006 to 16 December 2025, only required the person who conducted the training to forward the record. On request, a trainee can also ask the provider to certify the accuracy of the entries and provide the record.

For the application itself, Transport Canada says applicants can email an e-logbook or a scan of a paper logbook (tc.canada.ca), and its CPL (aeroplane) application form draws experience from both the personal log and the PTR in separate parts (wwwapps.tc.gc.ca). The non-integrated CPL (aeroplane) standard sets 200 hours of flight time, of which 100 hours are pilot-in-command time (tc.canada.ca), plus 65 hours of commercial pilot flight training (tc.canada.ca).

The practical recommendation of this report is a manual, dated, line-by-line reconciliation. Match flights by date, registration, route, role and source entry; compare flight duration and category subtotals; keep ground lessons outside aircraft time; and classify every difference as transcription, scope or date, missing certification, or unresolved source evidence. A synthetic example shows three matching flights (1:10, 1:20, 0:50) totalling 200 minutes in both records, a 0:40 ground lesson that raises the PTR's combined lesson view to 4:00 without

changing flight time, and an unexplained 1:20 flight that stays an 80 minute variance until its source is established. This is personal record-keeping guidance, not an approval, and unresolved eligibility questions belong with the training provider, an Authorized Person (AP) or Transport Canada.

Introduction and Background

This report is written for Canadian pilots completing a CPL or a flight instructor qualification, including those who changed training providers part-way through. The decision it supports is narrow: which records to obtain and retain, which entries should reconcile, and what is still missing before a licensing submission. It is not a school-selection guide, and it does not describe how a flight training unit (FTU) should build or operate its software.

Three terms need fixing before any comparison. The **personal log** is the pilot's own record under CAR 401.08, which applies to "every applicant for, and every holder of" a flight crew permit, licence or rating (laws-lois.justice.gc.ca). The **PTR** is the training provider's record under CAR 405.33. The **application form** is the document where both are summarized for Transport Canada; the CPL (aeroplane) form 26-0793 has one part labelled "From Personal Log Book" and another labelled "From Pilot Training Record" (wwwapps.tc.gc.ca). Ground instruction forms a small third row: it belongs in the training evidence, but it is not time in an aircraft.

The scope is Canada only. Other jurisdictions define pilot-in-command time, logbook fields and training records differently, and no definition from outside the CARs is imported here. The regulatory text examined was the Justice Laws consolidation, whose 405.33 version page reads "Version of section 405.33 from 2025-12-17 to 2026-10-29" (laws-lois.justice.gc.ca), together with Transport Canada standards and advisory material read in November 2026. The reader should re-check currency before relying on any clause, because a newer consolidation may exist after the dates cited here.

Evidence limits are stated up front. This article cites no adoption or usage statistics for these topics, so it does not claim that pilots are shifting between systems. The sources are regulatory text, Transport Canada guidance, and first-party documents from schools and software vendors, each used only for its own facts. Where a school handbook or vendor page predates the 2025 amendment or describes one organization's rule, it is presented as that organization's practice and not as national law.

The Personal Logbook: Duty, Fields and Limits

What CAR 401.08 requires

The personal log is a duty of the individual. CAR 401.08(1) requires the log to be maintained in accordance with the subsection (2) fields and the personnel licensing standards. Subsection (2) lists what each flight entry must show, including the type of aircraft and its registration mark (laws-lois.justice.gc.ca), the flight crew position in which the holder acted, the flight conditions with respect to day, night, VFR and IFR, and the place of departure and the place of arrival. Subsection (3) limits who may make entries: the holder or a person the holder authorizes.

Two points follow for reconciliation. First, registration, role, route and conditions are legal fields, so they are the natural match keys against a PTR line. Second, the regulation text read for this report does not state a retention period for the personal log, and no blanket retention period should be inferred from school practice. Keeping it for the working life of the licence is a suggested practice, not a duty quoted from the CARs.

How the log is used in practice

Transport Canada's licensing page says applicants can email an e-logbook or a scanned copy of a paper logbook (tc.canada.ca). That sentence concerns what may accompany an application. It does not say that any particular electronic format is approved, and the Transport Canada text cited here does not define an "acceptable" electronic logbook. Schools add their own steps: Langley Flying School states that a pilot logbook may be audited by Transport Canada when applying for a CPL (www.langleyflyingschool.com) and suggests having the logbook certified by a school (www.langleyflyingschool.com), while Edmonton Flying Club asks for a digital copy printed, and recommends an electronic logbook so that it can be printed and sent to Transport Canada (flyefc.ca). Those are school instructions, useful as audit practice, not legal duties.

For a pilot who lost a log, Standard 421.08 offers a route: an applicant may submit an affidavit or statutory declaration sworn before a Commissioner of Oaths, but without corroborating evidence it will not be accepted as evidence of experience beyond that required for a CPL (tc.canada.ca). The existence of that fallback is a reminder that the personal log is evidence the pilot must be able to produce.

Strengths and limitations

The personal log is the only record that follows the pilot across schools, aircraft and employers, and it is the only one the pilot controls. Its limits are equally clear. It is self-maintained, so it carries no inherent certification, and it normally does not show training exercises, endorsements or course completion. Two flights with matching totals can still have different roles or conditions recorded, which is why the match keys above matter more than the grand total.

The Pilot Training Record: Duty, Handoff and Forms

What CAR 405.33 requires

CAR 405.33(1) places the maintenance duty on whoever conducts the flight training: for each trainee they must maintain a pilot training record that meets the personnel licensing standards (laws-lois.justice.gc.ca). The categories are named: a private pilot licence, a commercial pilot licence or a flight instructor rating. This report does not extend the rule to other training, such as airline recurrent events, because the section does not name them.

Subsection (2) gives the trainee a right on request. On request from a trainee receiving the training in subsection (1), the person who maintains the record must certify the accuracy of the entries (laws-lois.justice.gc.ca) and provide the trainee with the record (laws-lois.justice.gc.ca). Subsection (3) is the completion handoff. When the trainee has finished flight training, including all of the tests and written

examinations required under Subpart 1 (laws-lois.justice.gc.ca), the provider must give the trainee a paper copy (laws-lois.justice.gc.ca) and forward an electronic copy of the record to the Minister (laws-lois.justice.gc.ca).

The trigger matters for planning. A trainee who changes provider before finishing every test and exam may not have reached the 405.33(3) trigger, so the on-request right in subsection (2) is the more relevant tool at the point of transfer. Whether a given trainee has "finished" every required test or exam is a fact for the provider and the applicant to confirm in writing, and it is not something a logbook total can show.

The 2025 amendment

The Canada Gazette, Part II published the change on 17 December 2025: "Subsection 405.33(3) of the Regulations is replaced by the following" (gazette.gc.ca). The text states that the Regulations come into force on the day they are published (gazette.gc.ca). The regulatory impact statement gives the reasoning: Transport Canada regional offices had to store hard copies of each pilot training record (gazette.gc.ca), electronic copies remove the cost of mailing (gazette.gc.ca), and the change lets trainees keep the hard copies of their records (gazette.gc.ca). It also describes schools sending electronic records by email instead of paper by mail (gazette.gc.ca).

The consequence for a pilot is a changed default. Under the older text, the record went to the Minister and the trainee had no completion copy right in subsection (3). Under the current text, a paper copy is a stated entitlement at completion. Older school guidance written before the amendment may not reflect that.

Standard 425.33: forms, equivalents and electronic records

The content rule sits in the standard. Standard 425.33(1) describes the PTR as form 26-0313 for aeroplane training or form 26-0316 for helicopter training (tc.canada.ca), or a record that includes all items in the applicable form. For electronic records, the standard states that electronic pilot training records must meet the requirements of CAR 103.04 Record Keeping (tc.canada.ca), with the provision labelled as effective 17 December 2025 (tc.canada.ca).

CAR 103.04 itself is short. Non-paper recording systems, including computer records, may be used if the records are protected, by electronic or other means, against inadvertent loss or destruction and against tampering (laws-lois.justice.gc.ca), and if a copy can be printed on paper. Those are the conditions quoted in the full-document text. This report does not add technology requirements beyond them, and nothing read here addresses electronic signatures for PTR entries. Transport Canada's own notice of standard amendment records that a commenter asked what should be included in a PTR (wwwapps.tc.gc.ca), so the field-level content of the official form should be confirmed from the current form on the Transport Canada site.

School practice and its limits

Practice varies by provider, which is why a written request is worth sending. Centennial Flight Centre's March 2024 handbook says the PTR is maintained by the flight instructor as required by CAR 405.33 (centennial.ca), that PTR entries must match the student's personal logbook (centennial.ca), that the personal logbook is a permanent record of aviation experience (centennial.ca), and that the PTR will be submitted to Transport Canada at the completion of training (centennial.ca). It also states that the PTR must not be removed from the

flight school (centennial.ca). Those statements are that school's rules, written before the December 2025 amendment; they illustrate that a school can require entries to match without implying that the two records are the same document.

Pacific Professional Flight Centre's handbook says the PTR is kept at the school at all times and is provided to the student when requested (proifr.com). Brampton Flight Centre's intake page for students arriving from another Canadian school asks for originals only and not emailed documents (www.bramptonflightcentre.com), asks that the logbook be certified by the previous school's chief flight instructor or authorized delegate (www.bramptonflightcentre.com), and offers to move an existing electronic PTR (www.bramptonflightcentre.com). Each is one provider's procedure and not a national rule.

Electronic PTR products

The ePTR service describes itself as a web application that allows the recording of flight and ground school lessons (eptr.ca), with an auditor feature to review a PTR against requirements (eptr.ca) and account types for students, instructors, schools and colleges (eptr.ca). It is a training-record product. Nothing on the pages read states that a pilot no longer needs a personal log, and the existence of an electronic PTR does not change CAR 401.08.

Ground Instruction: The Third Row

Ground instruction is a different kind of evidence. The non-integrated CPL standard requires a minimum of 80 hours of commercial pilot aeroplane ground school instruction (tc.canada.ca), and the integrated course route carries its own, larger ground school requirement in Standard 426. Transport Canada's older advisory circular on licence requirements says ground school must be completed and recorded when required (tc.canada.ca), without saying whether the record sits in the PTR or the personal log.

The practical rule for reconciliation is to keep ground time out of aircraft time. A PTR product may present a lesson list that combines flight and ground lessons (eptr.ca), so a combined lesson-duration view can legitimately be longer than the aircraft time. The personal log, by contrast, records flights: its listed fields are aircraft, role, conditions, places and flight time. Where a ground lesson is recorded in a personal log at all, it should be kept in a clearly separate column or section so that it is never added to aircraft totals. This is a suggested practice, not a quotation from a regulation.

Feature Comparison

Table 1: records, owners and duties

Table 1 below separates the records by purpose, keeper, source rule, access and signature. It is a reading aid built from the sources cited in each cell.

Record	Purpose	Responsible keeper	Source rule	Access or handoff	Certification or signature
Personal log	Pilot's own record of flights, role and conditions, for experience toward issuance and recency	The applicant or holder	CAR 401.08	Held by the pilot; scans or e-logbooks may be emailed with an application	Self-maintained; schools may offer to certify it (www.langleyflyingschool.com) (www.bramptonflightcentre.com)
PTR	Training provider's record of the trainee's training for PPL, CPL or instructor rating	Whoever conducts the training	CAR 405.33; Standard 425.33	On request: certified entries and the record; at completion: paper copy to trainee, electronic copy to the Minister	Provider certifies accuracy on request; form content per Standard 425.33
Ground instruction	Evidence of required ground school, such as 80 hours for the non-integrated CPL	The provider for training evidence; not a flight entry in the pilot's flight-time columns	Standard 421.30; AC 401-002	Location of the record is not specified in the sources read	Confirm with the provider how it is certified
Application form	Summarizes both sources for the licence application (wwwapps.tc.gc.ca)	The applicant, with an Authorized Person (AP) checking	Form 26-0793	Authorized Person reviews original documentation (wwwapps.tc.gc.ca)	Applicant declaration; Authorized Person review

Table 1 shows why one total cannot stand in for the other: the owners, the access paths and the certification differ. The form's own wording, which requires the Authorized Person to substantiate claims by reviewing original documentation (wwwapps.tc.gc.ca), is the reason originals and certified copies matter more than a clean-looking export.

Table 2: rule-version register

Older guidance is still indexed and still readable, so a version register helps a pilot see which layer controls. *Table 2* separates current regulation, standards, the 2020 advisory circular and school guidance.

Layer	Instrument and version read	What it controls	Caution
Current regulation	CAR 405.33, version 2025-12-17 to 2026-10-29 (the end date is the consolidation's currency date, not a repeal or expiry of the rule)	PTR maintenance, on-request right, completion handoff	Check for a later consolidation
Superseded regulation	CAR 405.33, version 2006-03-22 to 2025-12-16 (laws-lois.justice.gc.ca)	Forwarding to the Minister only	Do not apply to completions after 17 December 2025
Current regulation	CAR 401.08	Personal log duty and fields	No retention period stated in the text read
Standard	Standard 425.33, labelled effective 2025/12/17	PTR forms or equivalent; electronic records	Form fields not independently retrieved

Layer	Instrument and version read	What it controls	Caution
Advisory circular	AC 406-002, Issue 01, effective 6 March 2020 (tc.canada.ca)	Integrated CPL application context	Predates the 2025 handoff; current law controls
Older advisory circular	AC 401-002, Issue 01, effective 19 December 2011	Evidence of flight hours from personal log or PTR	Dated; read with current text
School guidance	Centennial Flight Centre handbook, March 2024 (centennial.ca)	That school's procedures	Not national law; predates the amendment

The register reads as a hierarchy. The advisory circular 406-002, for example, says a student's PTR will be submitted to the Minister along with the application, which is a statement of the 2020 process. The current rule on the handoff is in CAR 405.33(3), and where the two differ, the regulation controls.

Table 3: ways to keep the personal log

The personal log can be kept on paper or electronically. *Table 3* lists documented statements from each product's own page; none is evidence of Transport Canada approval of any product.

Method	What its own page states	Limit to note
Paper logbook	Transport Canada's licensing page says a scanned copy of a paper logbook can be emailed with an application	Manual totals; the pilot checks arithmetic
MyFlightbook	FAQ mentions a Canada print layout (myflightbook.com) and advises keeping backups (myflightbook.com)	A print layout is not a licensing approval
ForeFlight Logbook	States it can be used to log flights by Canadian pilots (support.foreflight.com)	States its currency and rating reports are based on FAA regulations (support.foreflight.com)
Dauntless Safelog	Canadian presentation described as closely mimicking standard Transport Canada logbooks (www.dauntless-soft.com); lists a Transport Canada logbook style (www.dauntless-soft.com)	Style resemblance is not approval
Pilot Logbook (the publisher's own product; invitation-only)	Its public page describes custom summaries, totals by type and role, a Transport Canada layout exportable as PDF or Word, and a whole-logbook export	Not a PTR; its public page does not establish an approved PTR, a school connection, a transfer workflow or an electronic signature meeting CAR 103.04

All five methods can hold a personal log. None replaces the provider's certified PTR, and a layout that resembles the paper format is a presentation choice. Pilot Logbook is the publisher's own product, so its description here is not independent evidence. The vendor's own description is on its Pilot Logbook page; the matching worksheet described below stays manual either way.

Reconciliation Method and Worksheet

The eight steps

The reconciliation follows the sequence below. Each step is a suggested audit practice unless a legal duty is cited.

- **Name the target.** State that the submission is a Canadian CPL or instructor-rating application, and note which route applies: non-integrated, or an approved integrated course (for which Standard 421.30 sets its own application conditions).
- **Distinguish the records.** Separate the personal log, the PTR, the application form and the ground-instruction evidence, as in Table 1.
- **Ask the responsible provider.** Request the certified record and, if training is complete, confirm that the paper copy was handed over and the electronic copy forwarded.
- **Match flights.** Match by date, aircraft registration, route, role and source entry.
- **Reconcile durations.** Compare flight duration for each matched flight and the category subtotals, keeping ground lessons outside aircraft time.
- **Classify discrepancies.** Use the four classes below.
- **Retain the evidence.** Keep originals, the PTR copy and a dated personal-log export.
- **Escalate, do not edit.** Send unresolved eligibility questions to the provider, an Authorized Person or Transport Canada instead of changing history to fit a target.

Table 4: flight reconciliation worksheet (Hypothetical Example)

The figures below are synthetic and are not performance data. *Table 4* shows four personal-log entries against three PTR lines. Page and line references are invented placeholders.

Personal log page and line	PTR lesson and line	Date	Registration	Flight duration	Role	Ground minutes (separate)	Certification	Unresolved action
p.14, line 2	Lesson 21, line 1	2026-03-02	C-XXXA	1:10 (70 min)	Dual	0	Instructor-certified	None
p.14, line 3	Lesson 22, line 1	2026-03-04	C-XXXA	1:20 (80 min)	Dual	0	Instructor-certified	None
p.14, line 4	Lesson 23, line 1	2026-03-09	C-XXXB	0:50 (50 min)	Solo	0	Provider-certified	None
p.14, line 5	None found	2026-03-12	C-XXXB	1:20 (80 min)	Solo	0	None found	Establish source and scope before any correction
Not a flight entry	Lesson 24 (ground)	2026-03-10	None	0	Not applicable	40	Instructor-certified	Keep out of aircraft time

In this synthetic case the first three lines match in both records and total 200 minutes (3:20). The ground lesson of 0:40 makes the PTR's combined lesson-duration view 240 minutes (4:00), but personal flight time remains 3:20. The fourth personal-log flight has no PTR line, so the personal log totals 280 minutes (4:40) against 200 minutes in the PTR: an 80 minute variance that is unresolved until the source is found.

The example also shows the limit of totals. Even where aircraft totals agree, matching hours do not confirm exercises, endorsements or course completion; those come from the PTR content, the provider's certification and the Authorized Person's review. The model also does not calculate any training credit, because credit rules depend on the licence and route and are set out in the Standards.

Classifying a discrepancy

- **Transcription.** A minute transposed, a registration mistyped, or a date entered with the wrong day. The source entry (the PTR line, the aircraft journey log or the instructor's note) resolves it, and the correcting entry should be dated and initialled, never an erasure.
- **Scope or date.** The flight is real but outside the course: another school, a different licence, or a flight before the PTR started. The Transport Canada CPL form's guidelines say the PTR section must only include commercial flight training completed after the private pilot licence was issued (wwwapps.tc.gc.ca), so a legitimate personal-log flight can be absent from that section for that reason.
- **Missing certification.** The flight appears in both records but the PTR line lacks instructor certification. The route is a request to the responsible person under 405.33(2).
- **Unresolved source evidence.** No source can be found for a flight. It should not be counted toward an application until the pilot, provider or Authorized Person has a supporting record. Where a pilot cannot supply a log at all, Standard 421.08 limits what an affidavit alone can establish.

Request checklist for certified records

The following request can be adapted. It distinguishes suggested audit practice from legal duties.

- **Legal duty, if training is complete.** Ask the provider to confirm the paper copy handoff and the electronic copy forwarded to the Minister, and confirm that every required test and written examination is complete.
- **Legal right, on request.** Ask for certified entries and the record.
- **Suggested practice.** Ask for the format of the PTR (the official form or an equivalent record), a list of lessons including ground lessons, and the date each entry was last certified.
- **Suggested practice, transfers.** Ask the previous provider for the original certified record, because some receiving schools ask for originals only (www.bramptonflightcentre.com), and ask whether the previous school has an electronic PTR that can be moved (www.bramptonflightcentre.com).
- **Suggested practice, retention.** Keep originals, the PTR copy and a dated export of the personal log. No retention period is quoted from the CARs in this report, and none should be inferred from school practice.

Data Analysis and Evidence

Quantitative thresholds in the Standards

The numbers that drive the two records come from the Standards, and are best read directly from them. For a non-integrated CPL (aeroplane), the standard requires a minimum of 200 hours flight time in aeroplanes, of which a minimum of 100 hours are pilot-in-command time, with a cross-country component of 20 hours of cross-country pilot-in-command time within those 100 hours. It separately requires 65 hours of commercial pilot flight training in aeroplanes, with a dual instruction component, and 80 hours of ground school instruction.

The integrated route is arithmetically different. The approved integrated CPL course standard sets 150 hours of flight time, of which up to 10 hours may be instrument ground time (tc.canada.ca), against the 200 hours of the non-integrated route. Instructor-rating prerequisites and training hours sit in the same Standard 421 and should be read there for the applicable class of rating.

These thresholds show where the two records feed different numbers. The personal log is the natural source for the 200 and 100 hour totals (the form's item 6a is labelled "From Personal Log Book"). The PTR is the natural source for the 65 hour commercial training block (item 6b is labelled "From Pilot Training Record"). A discrepancy in the 65 hour block therefore points to the PTR, and a discrepancy in the 200 hour total points to the personal log, though a mismatched flight may affect both.

The synthetic calculation

The arithmetic from Table 4 is restated below in whole minutes, so that nothing depends on decimal conversion.

- **Matched flights:** 70 + 80 + 50 = 200 minutes (3:20) in both records.
- **Ground lesson:** 40 minutes, recorded separately.
- **PTR combined lesson-duration view:** 200 + 40 = 240 minutes (4:00).
- **Personal flight time:** unchanged at 200 minutes for the matched set.
- **Unmatched flight:** 80 minutes (1:20), producing a personal-log total of 280 minutes and an 80 minute variance.

The example is hypothetical and labelled as such. Its purpose is to show that the combined view is not an aircraft total, and that one unexplained flight alters a total by exactly its own duration, which gives a quick check: a variance equal to one flight's duration suggests a missing or unmatched entry, while a variance of a few minutes suggests transcription.

What the records cannot show

Hour totals confirm neither training content nor completion. TP 13462E, the CPL (aeroplane) flight test guide, speaks of evidence of having completed no less than 75% of the total flying experience required for application (tc.canada.ca), and a flight instructor recommendation must be dated within 30 days before the flight test (tc.canada.ca). Those are content-level checks that a total cannot satisfy.

Implications and Future Directions

The amendment of December 2025 moves the PTR toward an electronic default at Transport Canada's end while giving the trainee a paper copy. For pilots, this places a new emphasis on confirming what was handed over and when. How and by whom training records are kept is a normal question to put to a provider.

Three uncertainties remain. First, each application route may request records differently. The CPL form reviewed refers to both the personal log and the PTR, but the exact current process for any given application should be confirmed with the Authorized Person or the Transport Canada centre handling it, because the form edition used for this article carried a 2022 edition code, so the current edition should be confirmed with Transport Canada. Second, older training records may not preserve the certification the current rule contemplates; this is a question for the provider. Third, the field-level content of the official PTR forms is not reproduced here, so this article makes no statement about how the forms record ground instruction; check the current official forms.

For personal record-keeping, the useful direction is more disciplined evidence: dated exports, preserved originals, and a written trail of what the provider has certified. Electronic personal logbooks can support this by producing summaries and layouts, but they remain personal records. They do not certify a licence, and no scan or export alone replaces a PTR. A pilot comparing tools should read each vendor's own page for its own claims, as in Table 3, and should treat a layout that resembles the Transport Canada paper format as a presentation convenience.

This report is not operational guidance and does not replace an examiner's, Authorized Person's or Transport Canada's decision. Regulation text, standards and forms change, and the dates cited here are the dates on which the sources were read in November 2026.

Frequently Asked Questions (FAQs)

What is the difference between a pilot training record and a pilot logbook in Canada?

The pilot logbook is the personal log required of every applicant and holder by CAR 401.08. The PTR is kept by the provider of training under CAR 405.33. One is owned and written by the pilot, the other kept and certified by the provider on the pilot's behalf, and the application form draws on both.

What are the CPL flight time requirements in Canada?

For a non-integrated CPL (aeroplane), 200 hours flight time with 100 hours pilot-in-command and 65 hours of commercial pilot flight training; an approved integrated course uses 150 hours. Always confirm against the current Standard 421.

Can an e-logbook or a scan of a paper logbook be emailed with a CPL application?

Transport Canada's licensing page says applicants can email an e-logbook or a scanned copy of a paper logbook. That is not a statement that any format is approved. The page does not name approved products, and a layout resembling a Transport Canada logbook is not an approval.

What documents go with a CPL flight test or application?

The CPL form separates personal-log experience from PTR experience. Integrated course graduates may need to include course completion documentation with the application; confirm the requirement with the Authorized Person. A recommendation dated within 30 days before the test is required. The Authorized Person reviews original documentation.

How do I reconcile my logbook with flight school records?

Use the worksheet in Table 4: match by date, registration, route, role and source entry; compare durations; separate ground minutes; classify differences; and ask the provider for certification where a line is missing. One school's checklist says it asks for the logbook so that it can be compared to the commercial PTR (flyefc.ca).

What if my logbook and PTR hours differ?

Treat it as an audit question, not a correction target. Identify whether it is transcription, scope or date, missing certification, or unresolved source evidence, and do not alter earlier entries to fit a total. A school may check for this; one school's guidance warns that errors can hold up an application (www.langleyflyingschool.com).

Can I get a copy of my flight school training record?

Under CAR 405.33(2), a trainee can request certified entries and the record, and on completion, a paper copy is required by 405.33(3). School handbooks may add their own rules (centennial.ca) (proifr.com).

Is a school's electronic PTR enough on its own?

An electronic PTR product records lessons and offers reporting (eptr.ca), but CAR 401.08 separately requires the personal log. Electronic PTRs are also subject to CAR 103.04.

Conclusion

A Canadian CPL or instructor-rating applicant is best served by treating the personal log and the PTR as two records with two owners. CAR 401.08 makes the personal log the pilot's own duty, CAR 405.33 makes the PTR the provider's duty with a trainee right on request and a completion handoff of a paper copy to the trainee and an electronic copy to the Minister, and Standard 425.33 governs the form and the electronic-record reference to CAR 103.04.

The evidence pack is therefore a set, not a single document: the certified PTR or its paper copy, the personal-log export with date, the original logbook, and a worksheet showing every flight matched or classified. Ground instruction stays in the training evidence without becoming aircraft time. Unresolved questions about eligibility, completion or certification go to the provider, an Authorized Person or Transport Canada. Nothing in this report changes a licensing decision, and no record should be edited to fit a target total.

Source links

Links cited in this article, in order of first appearance. Full addresses are provided for readers using extracted text.

1. https://laws-lois.justice.gc.ca/eng/regulations/SOR-96-433/section-401.08.html
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LANDING.AERO builds custom software for aviation operations teams at airlines, charter operators and flight departments. It is based in Montreal.

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How it works

Work starts with discovery of the operator's workflows, continues with iterative development alongside the operator's team, and includes integration with the tools already in use and ongoing support.

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