ROYAL CANADIAN AIR CADETS

PROFICIENCY LEVEL THREE

INSTRUCTIONAL GUIDE

SECTION 1

EO C360.01 – IDENTIFY TYPES OF AERODROMES

Total Time: 30 min

PREPARATION

PRE-LESSON INSTRUCTIONS

Resources needed for the delivery of this lesson are listed in the lesson specification located in A-CR-CCP-803/PG-001, Chapter 4. Specific uses for said resources are identified throughout the instructional guide within the TP for which they are required.

Review the lesson content and become familiar with the material prior to delivering the lesson.

PRE-LESSON ASSIGNMENT

N/A.

APPROACH

An interactive lecture was chosen for this lesson to review, clarify, emphasize and summarize the types of aerodromes.

INTRODUCTION

REVIEW

Review the following from EO M160.01 (Identify Major Aerodrome Components, A-CR-CCP-801/PF-001, Chapter 14, Section 1):

- an aerodrome is any area of land or water designed for the arrival, departure and movement of aircraft; and
- an airport is an aerodrome that possesses a certificate stating it has met all of the airport safety standards.

OBJECTIVES

By the end of this lesson the cadet shall have identified types of aerodromes.

IMPORTANCE

It is important for the cadets to be able to differentiate types of aerodromes. Aerodrome type is critical as it directly affects all aspects of operations at the aerodrome. The aerodrome type dictates operational requirements in terms of facilities, equipment and human resources.

Unofficial convenience copy of A-CR-CCP-803/PF-001, cached 2026-11-08 from https://app.cadets.gc.ca/cadet-publications/A-CR-CCP-803-PF-001/A-CR-CCP-803-PF-001.pdf.
Verify against the official publication.

Teaching point 1 **Review the Definitions of Aerodrome and Airport**

Time: 5 min Method: Interactive Lecture

AERODROME

An aerodrome is defined by the Aeronautics Act (1985) as:

“Any area of land, water (including the frozen surface thereof) or other supporting surface used, designed, prepared, equipped or set apart for use either in whole or in part for the arrival, departure, movement or servicing of aircraft and includes any buildings, installations and equipment situated thereon or associated therewith.”



Any area designated or set aside for aircraft to use can be considered an aerodrome.

AIRPORT

An airport is an aerodrome for which a certificate has been issued under Subsection 302 of the Canadian Aviation Regulations (CARs). This is done by ensuring the site is inspected periodically for compliance with Transport Canada standards. Certified aerodromes must also maintain an Airport Operations Manual and conduct operations in accordance with the manual.



An aerodrome that has been certified by Transport Canada is considered an airport.

There are three situations in which an aerodrome must be certified. They include:

- an aerodrome located within the built-up area of a city or town;
- a land aerodrome used for scheduled passenger service; or
- any aerodrome that the Minister of Transportation (the Minister) deems to be of public interest.

The only exemptions are:

- military aerodromes, and
- aerodromes for which the Minister has written an exemption.

CONFIRMATION OF TEACHING POINT 1

QUESTIONS

Q1. What is an aerodrome?

Q2. What is an airport?

Q3. When must an aerodrome be certified?

ANTICIPATED ANSWERS

A1. Any area designed, prepared, equipped or set apart for aircraft to use.

A2. An aerodrome that has been certified by Transport Canada.

Unofficial convenience copy of A-CR-CCP-803/PF-001, cached 2026-11-08 from https://app.cadets.gc.ca/cadet-publications/A-CR-CCP-803-PF-001/A-CR-CCP-803-PF-001.pdf.
Verify against the official publication.

A3. An aerodrome must be certified if:

- it is located within the built-up area of a city or town;
- it is a land aerodrome used for scheduled passenger service; or
- the Minister of Transportation deems it to be in the public interest.

Teaching point 2 **Explain Types of Aerodromes**

Time: 5 min Method: Interactive Lecture

PUBLIC AERODROMES

A public aerodrome is open to the general public for use and does not require prior permission from the aerodrome operator. Most airports operated by any level of government (municipal, provincial, or federal), are open for public use.

PRIVATE AERODROMES

A private aerodrome may have restrictions on its use, depending on the aerodrome operator. Examples of restrictions include:

- specific aircraft types (eg, ultralights, gliders),
- club members,
- company aircraft, and
- friends.

Prior Notice Required (PNR)

If an aerodrome is listed as PNR, then the aircraft operator must notify (contact) the aerodrome operator before using the aerodrome. This allows the aerodrome operator to provide the most current information on the aerodrome to the aircraft operator.

Prior Permission Required (PPR)

If an aerodrome is listed as PPR, then the aircraft operator must receive permission from the aerodrome operator before using the aerodrome. All military aerodromes are listed as PPR for civilian aircraft.



If an aircraft is in distress (experiencing an emergency), any aerodrome may be used for a safe landing – public or private.

CONFIRMATION OF TEACHING POINT 2

QUESTIONS

Q1. What is a public aerodrome?

Q2. What does PNR stand for?

Q3. What does PPR stand for?

Unofficial convenience copy of A-CR-CCP-803/PF-001, cached 2026-11-08 from https://app.cadets.gc.ca/cadet-publications/A-CR-CCP-803-PF-001/A-CR-CCP-803-PF-001.pdf.
Verify against the official publication.

ANTICIPATED ANSWERS

A1. An aerodrome that is open to the general public and does not require permission in advance from the aerodrome operator to use.

A2. Prior Notice Required.

A3. Prior Permission Required.

Teaching point 3 **Explain Canadian Military Aerodromes**

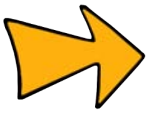
Time: 5 min Method: Interactive Lecture

All Canadian military aerodromes require PPR for civilian aircraft, except in the case of an emergency. PPRs may be obtained on an “as needed” basis, or for recurring use by way of a written agreement. Authority to grant the PPR rests with the base/wing commander, although that authority is often delegated further to the base/wing operations officer. Before approving a PPR, the base/wing commander will take into account such factors as:

- impact on flying operations,
- air traffic congestion,
- ramp space availability,
- security risks,
- administrative and technical facilities, and
- competition with civil facilities.



For further details on authorization for civil aircraft to use Canadian military aerodromes, refer to CFAO 55-6 *Authorization for Civil Aircraft to use DND Aerodromes*.



As the operational tempo increases at most Canadian military aerodromes, it is growing more difficult for civilian operators to get permission to land or operate.

As a result of Canada’s participation in the British Commonwealth Air Training Plan (BCATP) during WWII, many air bases were built across the country, all with a very similar design (three runways, arranged in a triangle). As the military began disposing of these air bases after the war, many municipalities took over their operations and have kept them operational. In other cases, the air bases were simply abandoned, and in a few cases, private operators took them over.

CONFIRMATION OF TEACHING POINT 3

QUESTIONS

Q1. What do civilian aircraft require prior to landing at a Canadian military aerodrome?

Q2. Why did the military build many air bases during WWII?

Unofficial convenience copy of A-CR-CCP-803/PF-001, cached 2026-11-08 from https://app.cadets.gc.ca/cadet-publications/A-CR-CCP-803-PF-001/A-CR-CCP-803-PF-001.pdf.
Verify against the official publication.

ANTICIPATED ANSWERS

A1. Permission.

A2. Due to Canada's participation in the BCATP.

Teaching point 4 **Explain Types of Civilian Aerodromes**

Time: 10 min Method: Interactive Lecture

PRIVATE AERODROMES

The most common type of aerodrome in Canada is a private aerodrome (often called a farmer's field). Usually consisting of just a single grass runway, these aerodromes can be found in almost every part of the country, often just miles apart. They are primarily used by the owners of light single-engine aircraft. Usually, the owner lives at the aerodrome, making it very convenient to go flying.

These aerodromes generally offer little to no service to visiting aircraft, and are usually listed as PPR or PNR. They are not certified.

MUNICIPAL AERODROMES

Many municipalities in Canada (large towns and small cities) are involved in the operation of an aerodrome located in (or just outside) the city limits. These aerodromes usually have a hard-surface runway and provide year-round operations. Generally, a municipal aerodrome is for public use.

A municipal aerodrome typically provides the following types of services:

- aircraft storage,
- fuel sales, and
- a multi-purpose terminal building.

Small aviation businesses may operate from a municipal aerodrome. They may include any of the following:

- flight training unit (FTU),
- air charter operator, and
- aviation maintenance facility.

REGIONAL AERODROMES

An aerodrome can be considered to be a regional airport if:

- it has scheduled passenger traffic;
- it is not a national, provincial, or territorial capital; and
- it has a scheduled passenger traffic volume of less than 200 000 passengers per year for three consecutive years.

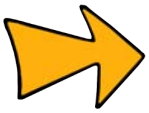
Regional airports often serve as the starting/ending point in a passenger's air travel. Passengers prefer to fly from the closest regional airport to their home, especially for domestic flights.

Unofficial convenience copy of A-CR-CCP-803/PF-001, cached 2026-11-08 from https://app.cadets.gc.ca/cadet-publications/A-CR-CCP-803-PF-001/A-CR-CCP-803-PF-001.pdf.
Verify against the official publication.

INTERNATIONAL AERODROMES

International airports form the backbone of a country's air transportation system. Many flights that originate from a regional airport terminate at an international airport, where passengers can make connections to other regional airports domestically or to international destinations.

At most international airports, cargo flights are more frequent than at a regional airport.



International airports serve 94 percent of the total annual passenger/cargo traffic in Canada.

CONFIRMATION OF TEACHING POINT 4

QUESTIONS

Q1. Who is the main user of a private aerodrome?

Q2. What types of services are generally offered at a municipal aerodrome?

Q3. What types of aviation businesses may be found at a municipal aerodrome?

ANTICIPATED ANSWERS

A1. Owners of small single-engine aircraft.

A2. The following services are generally offered at a municipal aerodrome:

- aircraft storage,
- fuel sales, and
- multi-purpose terminal building.

A3. The following aviation businesses may be found at a municipal aerodrome:

- flight training unit (FTU),
- air charter operator, and
- aviation maintenance facility.

END OF LESSON CONFIRMATION

QUESTIONS

Q1. What is an aerodrome?

Q2. What do civilian aircraft require prior to landing at a military aerodrome?

Q3. Who is the main user of a private aerodrome?

ANTICIPATED ANSWERS

A1. Any area designed, prepared, equipped or set apart for aircraft to use.

A2. Permission.

Unofficial convenience copy of A-CR-CCP-803/PF-001, cached 2026-11-08 from https://app.cadets.gc.ca/cadet-publications/A-CR-CCP-803-PF-001/A-CR-CCP-803-PF-001.pdf.
Verify against the official publication.

A3. Owners of small single-engine aircraft.

CONCLUSION

HOMEWORK/READING/PRACTICE

N/A.

METHOD OF EVALUATION

N/A.

CLOSING STATEMENT

Knowing the different types of aerodromes forms the basis of aerodrome operations. The similarities and differences between the different types of aerodromes is a key aspect of appreciating the operational requirements of the aerodrome. This is particularly true when it comes to discerning the requirements for facilities, equipment, and human resources.

INSTRUCTOR NOTES/REMARKS

N/A.

REFERENCES

C2-044 Transport Canada. (2007). *Aeronautical Information Manual*. Retrieved October 2, 2007, from http://www.tc.gc.ca/publications/EN/TP14371/PDF/HR/TP14371E.PDF.

C3NAV CANADA. (2007). *Canadian Airport Charts*. Retrieved October 9, 2007, from http://www.navcanada.ca/ContentDefinitionFiles/Publications/AeronauticalInfoProducts/CanadianAirportCharts/CanadianAirportCharts_current.pdf.-147

C3-148 (ISBN 0-9739866-0-3) Syme, E. R., & Wells, A. T. (2005). *Airport Development, Management and Operations in Canada: Second Edition*. Barrie, ON: Aviation Education Services.

Unofficial convenience copy of A-CR-CCP-803/PF-001, cached 2026-11-08 from https://app.cadets.gc.ca/cadet-publications/A-CR-CCP-803-PF-001/A-CR-CCP-803-PF-001.pdf.
Verify against the official publication.

THIS PAGE INTENTIONALLY LEFT BLANK

Unofficial convenience copy of A-CR-CCP-803/PF-001, cached 2026-11-08 from https://app.cadets.gc.ca/cadet-publications/A-CR-CCP-803-PF-001/A-CR-CCP-803-PF-001.pdf.
Verify against the official publication.