

# Night Rating Enrolment Contract



**SEA LAND AIR**  
FLIGHT CENTRE

**Sea Land Air Management Ltd.**  
**DBA Sea Land Air Flight Centre**

Unit 2, 4335 Skeena Street, Delta, B.C. V4K 0A6 Tel: 604-940-6811  
Aberdeen Campus (Ground school): unit 2010 – 4151 Hazelbridge Way, Richmond, B.C. V6X 4J7  
Tel: 604-295-8176

Sea Land Air Flight Centre is designated by the Private Training Institutions Regulatory Unit (PTIRU)  
**Night Rating Does Not Require Approval and was not reviewed by PTIRU**

## STUDENT INFORMATION

Last Name

First Name

Mailing Address

Student Telephone Number

Student Email Address

## PROGRAM INFORMATION

### Night Rating

Program Title

15

Program Duration in Hours

Program Duration in Weeks

Contract Start Date

Contract End Date

Program Delivery Method  
(select all that apply)



On-Site



Distance



Combined

Language of  
Instruction:

English

## REGULATORY REQUIREMENT

### Experience

You must have 20 hours minimum total Night Rating training consisting of at least

- 10 hours of non-instrument night flight time which includes
  - 5 hours of dual training with a minimum of 2 hours Cross Country
  - 5 hours of solo flying with a minimum of 10 take offs, circuits and landings
- 10 hours of dual instrument time of which 5 hours may be conducted in a flight simulator

### Skill

- Within the 12 months preceding the date of application for a night 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 subsection CAR 425.21 (4) by demonstrating the level of skill specified in the Flight Instructor Guide Aeroplane (TP 975).

**PROGRAM OUTLINE**

Refer to the Night Rating Course Outline at the end of this contract form.

**PROGRAM COSTS**

10 hours Dual Flight on DA20-A1 (\$240/hr)	\$2,400.00
5 hours Solo Flight on DA20-A1 (\$160/hr) + Instructor supervision (\$35/hr)	\$975.00
Licensing fee (School AP fee +Transport Canada fee)	\$100.00
<b>TOTAL PROGRAM COST</b>	<b>\$3,475.00</b>

**Additional Costs**

- \* A program application fee of \$30 will apply for domestic students.
- \* An international student application fee of \$500 will be charged to students applying for a Study Permit or those holding a Study Permit and transferring from another Flight Training Unit.
- \* An hourly fuel surcharge will apply due to fuel price fluctuations. A fuel surcharge for DA20-A1 is adjusted monthly based on the previous month's per-liter average price. The base price is \$2.000/L (MOGAS), with a DA20-A1 surcharge of \$35 per hour. If the fuel price changes by more than ±5%, the surcharge will be adjusted accordingly.

**IMPORTANT INFORMATION ABOUT PROGRAM COSTS**

"Program Duration in hours" and costs in "Total tuition payable" are based on Transport Canada minimum licensing requirements. Students who require additional instruction to meet the proficiency standard set by Transport Canada will incur additional costs which are billed by the school and are due at the time of incurring these charges.

**REFUND POLICY**

Circumstances when Refund Payable	Amount of Refund
<b>Before program start date</b> , institution receives a notice of withdrawal (applies to all students)	
<ul style="list-style-type: none"> <li>• Any circumstances before program start date.</li> </ul>	100% tuition and all related fees and deposit other than application fee (\$500 in the case of International student) . Related fees include: administrative fees and fees charged for textbooks or other course materials if applicable.
<b>After program start date</b> , institution provides a notice of dismissal or receives a notice of withdrawal (applies to all students, except those enrolled in a program delivered solely by distance education)	
<ul style="list-style-type: none"> <li>• After the program start date, and up to and including 10% of instruction hours have been provided.</li> </ul>	No refund on completed flight training. In the case of Ground School, 70% of the ground school tuition will be refunded.  Fees paid for course materials if not provided to the student will be

	fully refunded.
<ul style="list-style-type: none"> <li>After the program start date, and after more than 10%, but before 30% of instruction hours, have been provided.</li> </ul>	<p>No refund on completed flight training. In the case of Ground School, 50% of the ground school tuition will be refunded.</p> <p>Fees paid for course materials if not provided to the student will be fully refunded.</p>
Student does not attend program – “no-show” (applies to all students except those enrolled in a program delivered solely by distance education):	
<ul style="list-style-type: none"> <li>Student does not attend the first 30% of the program.</li> </ul>	<p>No refund on completed flight training. In the case of Ground School, 50% of the ground school tuition will be refunded.</p> <p>Fees paid for course materials if not provided to the student will be fully refunded.</p>
Institution receives a refusal of study permit (applies to international students requiring a study permit):	
<ul style="list-style-type: none"> <li>Before 30% of instruction hours would have been provided, had the student started the program on the later of the following: <ul style="list-style-type: none"> <li>a) The program start date in the most recent Letter of Acceptance</li> <li>b) The program start date in the enrolment contract</li> </ul> </li> <li>Student has not requested additional Letter(s) of Acceptance.</li> </ul>	<p>100% tuition and all related fees, other than application fee.</p> <p>Courier fee of the Letter(s) of Acceptance is not refundable.</p>
Student enrolled in a program without having met the admission requirements for the program	
<ul style="list-style-type: none"> <li>If the student did not misrepresent the student’s knowledge or skills when applying for admission and the registrar orders the institution to refund tuition and fees.</li> </ul>	100% tuition and all related fees, including application fees

Institution must pay the tuition or fee refund **within 30 days** after receiving notice of withdrawal or refusal of study permit; providing a notice of dismissal, or the date on which the first 30% of the hours of instruction are provided (no-show).

All refunds shall be made to the original source of the funds (i.e. person/organization who originally deposited the funds) unless written permission is obtained from the person/organization to refund directly to the student or third party.

In the case that a student has deposited funds on account and requests to refund it due to withdrawal, dismissal, or for any acceptable reason including the refusal of study permit, a student must complete a ‘Deposit Return Request Form’[SLA-036-02-13]. SLA will refund the total deposit minus charges owed by the student (such as late cancellation charges or the courier fee for the acceptance letter) and the transfer charge from the bank.

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<b>Private Training Institutions Regulatory Unit (PTIRU)</b>
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<p>The program listed in this student enrolment contract does not require approval by the Private Training Institutions Regulatory Unit (PTIRU) of the Ministry of Post-Secondary Education and Future Skills. As such, PTIRU did not review this program.</p> <p>Students may not file a claim against the Student Tuition Protection Fund in relation to this program.</p> <p>This institution is certified by the Private Training Institutions Regulatory Unit (PTIRU). For more information about PTIRU, go to <a href="http://www.privatetraininginstitutions.gov.bc.ca">www.privatetraininginstitutions.gov.bc.ca</a>.</p>
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<b>STUDENT SIGNATURE</b>
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Student Signature	Date Signed
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Signature of Parent or Legal Guardian	Date Signed
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<b>INSTITUTION SIGNATURE</b>
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Signature of Institution Representative	Date Signed
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# Sea Land Air Course Outline

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## The Night Rating



# Sea Land Air Course Outline

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## Learning Objectives

The Night Rating is usually the first rating a pilot acquires after the Private Pilot's Licence has been completed. Night flight has many advantages. The air is often calm with little or no turbulence, visibility is typically enhanced, and there is usually less traffic. It can be the most beautiful and peaceful time to fly. However, due to illusions uniquely associated with night and an obscure horizon, night flying requires specific skills as well as consistent cross reference to the instruments. In addition, you will learn to fly with and without radio navigation aids as navigation is more difficult at night due to the lack of ground references.

## Admission Requirements

Private Pilot Licence

## Licensing Requirements

### Experience

You must have 20 hours minimum total Night Rating training consisting of at least

- 10 hours of non-instrument night flight time which includes
  - 5 hours of dual training with a minimum of 2 hours Cross Country
  - 5 hours of solo flying with a minimum of 10 take offs, circuits and landings
- 10 hours of dual instrument time of which 5 hours may be conducted in a flight simulator

### Skill

Within the 12 months preceding the date of application for a night rating, an applicant must successfully complete a qualifying flight under the supervision of a holder of a flight instructor rating by demonstrating the level of skill specified in the Flight Instructor Guide-Aeroplane (TP 975).

## Required course materials

- From The Ground up
- Flight Training Manual
- Aircraft Flight Manual
- VFR Terminal Air Chart

## Teaching Methods

Individual preparatory ground instruction

Individual pre flight ground briefing

Demonstration-Performance method in flight instruction

Individual post flight ground briefing



# Sea Land Air Course Outline

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## Delivery Methods

In-class ground instruction  
In-flight instruction

## Student Evaluation

At the end of your training, you will be evaluated your skills to fly at night safely and proficiently. We will use our evaluation form.

## VFR Weather Minima - Night Training Dual and Solo

CAR 602, Division VI – Visual Flight Rules

VFR Weather Minima

AIRSPACE		FLIGHT VISIBILITY	DISTANCE FROM CLOUD	DISTANCE AGL
Control Zones		not less than 3 miles	horizontally: 1 mile vertically: 500 feet	vertically: 500 feet
Other Controlled Airspace		not less than 3 miles	horizontally: 1 mile vertically: 500 feet	—
Uncontrolled Airspace	1 000 feet AGL or above	not less than 1 mile (day) 3 miles (night)	horizontally: 2 000 feet vertically: 500 feet	—
	below 1 000 feet AGL – fixed-wing	not less than 2 miles (day) 3 miles (night)	clear of cloud	—
	below 1 000 feet AGL – helicopter	not less than 1 mile (day) 3 miles (night)	clear of cloud	—
<b>Sea Land Air Flight Centre Wind Limitation</b>				
Maximum wind for normal operation- <b>Night: 20 knots surface wind, Day: 35 knots surface wind</b> Cross wind not to exceed the maximum demonstrated cross wind component as per AFM				

### Additional Restrictions:

The flight instructor has the right to cease or not authorize training if safety may be compromised or if no training benefits can be derived from the flight.

## Surface Temperature Limitations

Sea Land Air's temperature limitations are as follows:

**Maximum +40°C    Minimum – 20°C**

All pilots who wish to fly in the winter must be familiar with de-icing techniques and the clean aircraft concept.



# Sea Land Air Course Outline

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## Description and use of assigned practice areas

- Instrument training is conducted at CYA 185, 186, 187, 188 (as per VTA Charts) and en route to any airport at instructor's discretion. In addition, the White Rock area may also be used at the instructor's discretion in the event that above areas are too congested or below weather limits.
- Dual Navigation training is conducted to any airport at instructor's discretion however solo cross country flights are limited to the following airports. A dual flight must be conducted to each specific airport prior to a solo flight to that airport. Any additional airports must be authorized by the Chief Flight Instructor.
  - Pitt Meadows (CYPK)
  - Abbotsford (CYXX)
  - Chilliwack (CYCW)
  - Langley (CYNJ)
  - Victoria (CYYJ)
  - Nanaimo(CYCD)

## Reporting of aircraft defects and unserviceabilities

If a pilot has any reason to believe that any part of an aircraft is damaged or has become unserviceable in any way, the pilot shall notify the dispatcher or an instructor as soon as possible. Once the defect has been confirmed the pilot will enter the defect in the Journey Log book.

The airplane must not be flown by anyone until the aircraft has been declared airworthy in the Journey Log book by an AME.

## Securing of aircraft when not in use

At the end of a flight the pilot is expected to secure the aircraft in an approved manner that will protect it from the potential hazard of being moved by the wind or other aircraft.





# Sea Land Air Course Outline

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## **Flight planning**

- A flight plan or flight itinerary must be filed with FSS prior to flights that exceed 25 NM from the point of departure.
- A flight plan must be filed for all night flights outside CZBB control zone.
- A copy of the flight plan form must be given to dispatch prior to the above flights taking place.

## **Fuel reserves**

The fuel reserve for training flights towards Night Rating is as follows:

- Dual Night Time: 1 hour
- Solo Night Time: 1 hour 30 minutes
- Dual Day Time: 45 minutes\*

\*(Dual instrument flying may take place during the day).

## **Over water flights**

When the aircraft is operated over water, gliding distance to land shore must be maintained. Life jackets must be carried on board, and passengers must be briefed on how to operate them.



# Sea Land Air Course Outline

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## **Accidents and Forced Landings**

### **Unscheduled or Forced Landing**

If you have an off airport forced landing you must follow the procedures outlined in "Emergency Response Plan". Do not take off to continue your flight without contacting the Chief Flying Instructor or his/her delegate and being authorized to do so.

### **Accidents**

If an accident occurs you must follow the procedures outlined in "Emergency Response Plan". The aircraft is grounded until the damage is assessed and rectification carried out as required. No pilot may fly an aircraft that has sustained damage without that damage being rectified or its repair has been deferred by a licensed engineer (AME). Should an accident occur causing major damage to the aircraft, it is not to be moved until the Transportation Safety Board approves its movement. Following an accident, nothing must be disturbed except to save lives and/or to extinguish a fire.

### **Contact Numbers:**

Search and Rescue: 1 800 567 5111

Police/Ambulance/Fire: 911

Transportation Safety Board: 1 604 666 5826

Sea Land Air Dispatch: 1 604 940 6811

Chief Flight Instructor: 1 604 725-8284

