

EDMONTON FLYING CLUB



NIGHT RATING

COURSE OUTLINE

Edmonton Flying Club
#5-52111 Range Road 270
Parkland County, Alberta
T7X 3L7

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NIGHT RATING COURSE OUTLINE

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WELCOME TO YOUR NIGHT RATING

For your information and to meet government regulations, we would ask that you take some time to review this handout, as you will be required to become familiar with it for the duration of your training.

SECTION 1 – RATING REQUIREMENTS (CARS 421.42)

1.1 – AGE: 17 years old

1.2 – MEDICAL: Minimum Category 3 Medical Certificate as determined by Transport Canada.

1.3 – LICENCE: *Private Pilot Licence – Aeroplane*

1.4 – GROUNDSCHOOL REQUIREMENTS:

As per Flight Instructor Guide – Aeroplane (TP975): Ex. 25, Essential Background Knowledge.

1.5 – FLIGHT EXPERIENCE REQUIREMENTS:

An applicant for a night rating shall have acquired in aeroplanes a minimum of 20 hours of pilot flight time which shall include a minimum of:

- **10 Hours Night Flight Time**

Including a minimum of 5 hours dual flight time, including 2 hours of cross-country flight time; 5 hours solo flight time, including 10 take-offs, circuits and landings.

- **10 Hours Dual Instrument Time**

Credit for a maximum of 5 of the 10 hours of dual instrument time may be given for instrument ground time, provided that the total instrument time shall be in addition to the 10 hours night flight time.

1.6 – KNOWLEDGE & SKILL REQUIREMENTS:

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 qualified Flight Instructor by demonstrating the level of skill specified in the *Flight Instructor Guide – Aeroplane (TP 975)*.

SECTION 2 – OPERATING MINIMUMS

The weather conditions required for the dual and solo portion of the Night Rating course are as follows:

2.1 – CEILING & VISIBILITY REQUIREMENTS:

Night Local

Dual Flight – Minimum ceiling of 1,500' AGL and 3 statute miles visibility.

Solo Flight – Minimum ceiling of 2,000' AGL and 5 statute miles visibility.

Night Cross-Country

Dual Flight – Minimum ceiling of 1,500' AGL and 5 statute miles visibility forecast at destination for duration of the flight.

Solo Flight – Minimum ceiling of 5,000' AGL and 15 statute miles visibility forecast at destination for duration of the flight.

2.2 – MAXIMUM WINDS FOR CONDUCTING TAKE-OFFS & LANDINGS:

Dual Flight – Maximum wind of 30 knots and/or cross-wind component not to exceed POH maximum demonstrated.

Solo Flight – Maximum wind of 15 knots and/or cross-wind component of 10 knots.

2.3 – MINIMUM TEMPERATURES FOR FLIGHT TRAINING OPERATIONS:

Dual Flight – - 25° C

Solo Flight – - 20° C

2.4 – FUEL RESERVES NECESSARY FOR TRAINING FLIGHTS:

Local

Dual Flight – 1 hour

Solo Flight – 1 hour

Cross-Country

Dual Flight – 1 hour

Solo Flight – 1 hour – ***All solo flights must depart with full tanks.***

SECTION 3 – EDMONTON FLYING CLUB REGULATIONS

3.1 – LOCAL PRACTICE AREAS:

Please familiarize yourself with the location of our practice area, which is CYA 209(T) – located approximately 15 NM west of the Parkland airport. This advisory area is listed on both the Edmonton VNC and the Edmonton VTA. There is also the East Practice area which is located approximately 45 NM to the east of the Parkland airport.

3.2 – REPORTING OF DEFECTS:

Reporting of defects and un- serviceability's is as follows: The pilot-in-command will enter the defect or unserviceability in the Aircraft Journey Log, and notify Club Dispatch Staff as per Edmonton Flying Club Maintenance Control Manual.

Any defect or unserviceability that happens away from home base is to be reported by phone to the Club (collect calls accepted). ***Under no circumstance shall any maintenance be performed on club aircraft without the express, written permission from the director of maintenance at the Edmonton Flying Club.***

3.3 – AIRCRAFT PARKING:

During regular hours of operation, aircraft are generally parked on the ramp in designated parking areas and chocked. No aircraft should be left unattended without chocks; and during days with high winds, without tie-downs and control locks secured.

All of our aircraft are generally hangared for the night. Where that is not possible because of a late arrival, the pilot-in-command is required to check that all switches are off, control locks are in place, doors closed, and that at least two wheels are chocked. The aircraft should be placed in the lee of the building to avoid any wind gusts.

When away from the club, plans should be made for tie-downs. Tie-down kits are available from the club. Payment of landing and parking fees, if applicable, are the responsibilities of the renter during cross-country training.

3.4 – UNSCHEDULED OR FORCED LANDINGS:

In the event of an unscheduled or forced landing the pilot-in-command is required to shut all systems down, and determine if there are any injuries to themselves or any passengers.

As safety allows, if radios are non-operational, attempt to maximize the possibility of the ELT functioning by visually inspecting the switches and aerial. If an overnight stay appears imminent, take shelter, build a fire, stay with the aircraft and wait for rescue.

Prior to attempting to takeoff contact the CFI or General Manager. The numbers can be found in the documents bag.

3.5 – REQUIRED CLOTHING:

Students and staff are reminded that it is mandatory to wear long pants while in the training aircraft as a precaution in the event of a forced landing. We would also remind you that for winter operations, appropriate clothing needs to be worn in case you have to walk out or are forced to overnight in the bush.

3.6 – FLIGHTS OVER WATER:

Flight over water is prohibited except when conducted within such a distance wherein the aircraft could glide to shore in the event of an engine failure. Flight may be conducted beyond this distance if a life preserver, individual flotation device or personal flotation device is carried for each person on board.

SECTION 4 – COURSE MATERIALS

4.1 – RECOMMENDED FOR NIGHT RATING COURSE:

Texts:

- Human Factors For Aviation, Basic Handbook – Transport Canada (TP 12863E)
- Aeronautical Information Manual – Transport Canada (TP 14371E)
- Canada Flight Supplement – Nav Canada (CFS)

Charts:

- Edmonton VFR Navigation Chart – Nav Canada (AIR 5015)
- Edmonton VFR Terminal Area – Nav Canada (AIR 1904)
- Enroute Low Altitude LO 1 & 2 – Nav Canada (LO12)

Misc. Items

- Easily handled LED Flashlight or Headlamp with selectable White, Red & Blue modes

4.2 – SUPPLEMENTARY ITEMS:

While not required, or even necessarily recommended, the items listed below are available from the Edmonton Flying Club's Pilot Shop, and can serve to provide additional insight into the topics discussed in ground briefings or utility in the aircraft during practical flight training:

Misc. Items

- ASA Tri-Fold Kneeboard KB-3 or KB-3L – Aviation Supplies & Academics Ltd.
- ASA Metal E6-B Flight Computer – Aviation Supplies & Academics Ltd.
- ASA CX-2 Electronic Flight Computer – Aviation Supplies & Academics Ltd.
- DC H10-13.4 Aviation Headset – David Clark Company Inc.

