1. FLIGHT PREPARATION

a) Weather Briefing

i) all pilots shall conduct a *weather briefing* before each flight to ensure they are aware of the current and forecast weather affecting the training area or route during the proposed flight.

ii) for dual instruction, the pilot can use the PATWAS or the weather posted on the Nav Canada website.

iii) in the case of solo flights or cross-country flights, a live briefing must be obtained from a Flight Service Specialist.

iv) in all cases, the pilot must determine forecast cloud layers, visibility, wind, temperature, turbulence, and SIGMETS (*Significant Weather Reports*).

b) Notams

i) prior to all flights, pilots must obtain NOTAMs (Notice to Airmen) for the departure and destination airport, and the proposed training area or route.

c) Pireps

i) prior to all flights, pilots should obtain PIREPS (Pilot Reports) for the proposed training area or route.

d) Aircraft Status

i) prior to all flights (dual or solo), the pilot(s) shall examine the aircraft Journey Log and the;

ii) aircraft Status System to ensure:

scheduled maintenance inspections have not been exceeded;

(1) out of Phase items have not been exceeded;
(2) following completion of the intended flight neither (ii) or (ii)(1) will become true;
(3) awareness of any current deferred defects and;
(4) are aware of any current restrictions.

iii) prior to any flight the pilot shall conduct a thorough and proper pre-flight inspection as per the aircraft Pilot Operating Handbook.

iv) prior to any flight the pilot shall perform a weight & balance calculation to ensure that the aircraft

(1) does not exceed maximum certified takeoff weight;
(2) during any phase of flight (take-off, cruise, or landing) remains within the correct operational envelope.

2. FLIGHT DISPATCH

a) Flight Operations Log

i) prior to any flight the pilot shall make an entry in the flight operations log

ii) prior to each flight the entry in shall be signed by the pilot

iii) prior to each flight the entry in shall be countersigned by a supervising instructor

iv) at the termination of each flight, the pilot shall ensure the aircraft

(1) start Hobbs

(2) stop Hobbs
(3) takeoff and
(4) landing times, are recorded

b) Student Qualification Record

i) prior to dispatch of a solo training flight the supervising instructor must review the student's "Student Qualification Record" and;

ii) only exercises or items indicated as reaching a satisfactory level of competence are to be authorized for solo practice

c) Grounding Time

i) all aircraft must be on the ground by official night "Grounding Time" unless the pilot in command's Licence is suitability endorsed with night flying privileges and meets the recency requirements of CARs 401.05 or;

ii) the pilot in command is enrolled in a night rating training program and is under the direct supervision of a flight instructor.

iii) Unless otherwise specified in (i) or (ii) of this section an aircraft on;

(1) a **cross country training flight** must have an ETA no later than **60** minutes prior to official night or;

(2) a **local training flight** must have an ETA no later than **30** minutes prior to official night.

3. FUEL REQUIREMENTS

a) VFR Day or Night

i) In Accordance with Company Policy - Aircraft Fueling

b) IFR Day or Night

i) In Accordance with Company Policy - Aircraft Fueling

4. WEATHER MINIMA – VFR FLIGHT

a) Dual Day & Night Flight Instruction

i) 1000' ceiling and three (3) miles visibility.

ii) Special VFR training flights may be permitted with prior approval of the CFI

b) Solo Day Flight Training

i) IN THE CIRCUIT

(1) 1500' ceiling and five (5) miles visibility and;

(2) no reported scattered layer below 1200'

ii) AWAY FROM THE CIRCUIT

(1) 3000' ceiling and five (5) miles visibility and;

(2) no reported scattered layer below 1500'

c) Solo Night Training

i) IN THE CIRCUIT

(1) 1500' ceiling and five (5) miles visibility and;

(2) no reported scattered layer below 1500'

ii) AWAY FROM THE CIRCUIT

(1) 3000' ceiling and five (5) miles visibility.

(2) no reported scattered layer below 1500'

d) Solo Strait of Georgia Crossings

(1) for solo flight across the Strait of Georgia, the forecast shall not have a ceiling below 6000' ASL, no precipitation, and a minimum (15) miles visibility and;

(2) no reported scattered layer below 1500'

e) Rental Day

f) IN THE CIRCUIT

(1) 1200' ceiling and three (3) miles visibility and;

(2) no reported scattered layer below 1200'

g) AWAY FROM THE CIRCUIT

h) 2000' ceiling and three (3) miles visibility and;

i) no reported scattered layer below 1500'

j) Rental Night

k) IN THE CIRCUIT

l) 1200' ceiling and three (3) miles visibility and;

m) no reported scattered layer below 1200'

n) AWAY FROM THE CIRCUIT

o) 2000’ ceiling and three (3) miles visibility and;

p) no reported scattered layer below 1500’

q) Rental Strait of Georgia Crossings

r) for solo flight across the Strait of Georgia, the forecast weather shall not have a ceiling below 4000’ ASL, no precipitation, and a minimum (10) miles of visibility and;

s) no reported scattered layer below 1500’ and;

t) routing must ensure that gliding distance from shore is maintained at all times.

5. TEMPERATURES

a) Minimum

i) All Flight Operations where ramp temperatures are below -20°C are prohibited

b) Maximum

i) All Flight Operations where ramp temperatures are between 31°C - 33°C are restricted requiring CFI authorization.

ii) All Flight Operations where ramp temperatures are 34°C and greater are Prohibted.

6. FLIGHT OVER THE STRAIT OF GEORGIA

a) Altitude

i) flight altitude over the Strait of Georgia must always be sufficiently high to enable maximum distance glide to land with the aircraft propeller wind milling.

b) Life Jackets

i) the pilot in command shall ensure that there are enough life jackets for all occupants of the aircraft and that each person is either wearing a life jacket or;

ii) stowed in a location that can be reached by each person in their normal seated position.

7. IFR FLIGHT TRAINING

a) Weather Minima

i) the weather minimum shall be as published for IFR flight in the Canadian Aviation Regulations.

b) Icing

i) IFR flight training at altitudes above the freezing level in Instrument Meteorological Conditions (IMC) is prohibited.

8. CROSSWIND

a) Student Pilot Solo Training Flights

i) takeoff and landings are prohibited where the wind conditions exceed the highest level of crosswind component certified in their Student Qualification Record.

ii) the maximum crosswind component for conducting takeoffs or landings is 12 knots.

b) For All Other Training Flights

i) takeoffs are prohibited where the wind conditions exceed the maximum demonstrated crosswind component published in the Pilot Operating Handbook

9. PRACTICE AREA

a) Primary Practice Area

i) for Private Pilot and Recreational Pilot solo training flights, the primary practice area will be on the north side of the Sumas Peak between Mission and Deroche.

b) Secondary Practice Areas

i) for Private Pilot and Recreational Pilot solo training flights, the primary practice area will be CYA 180(A)(T) Glenn Valley (West) & CYA 181 (A)(T) Glenn Valley (East)

When using this practice area use extreme caution. Consideration must be given to traffic density. Use another practice area if this one is saturated.

ii) CYA 176(A)(T)(H) (Pitt Practice Area) & CYA 177(A)(T)(H) (Stave) may be used as an alternate practice area.

iii) CYA 182 (A)(T)(H), CYA 183 (A)(T)(H), CYA 184 (A)(T)(H) (Sumas Practice Areas) may also be used as an alternate practice area with flight instructor approval.

c) Requirement to Remain in a Practice Area

i) except in the case of an emergency, solo student pilots are not to leave the assigned practice area

10. AIRCRAFT DEFECTS & UN-SERVICEABILITY'S

i) all aircraft defects and un-serviceability's will be immediately reported to the supervising instructor and entered in the aircraft journey log.

11. FLIGHT PLANS & FLIGHT ITINERARIES

i) flight plans must be filed and opened for all flights beyond 25 nautical miles

ii) at the discretion of the supervising instructor a flight itinerary may be used.

12. AIRPORT REQUIREMENTS FOR RENTAL AND SOLO FLIGHTS

a) SkyQuest aircraft are to only be landed at airports that have a hard landing surface and;

b) the runway length is a minimum of 2500'.

c) in addition, the following airports may be permitted for rental and solo flights if the pilot has completed a SkyQuest Aviation airport familiarization exam for the airport.

d) Langley Regional Airport
e) Sechelt Airport
f) Delta Airpark
g) Courtney Airpark

h) additional airports that do not meet the requirements stated above may be permitted with prior approval from the CFI.

13. UNSCHEDULED LANDINGS

a) Unscheduled Landing

i) in the event of an unscheduled landing the pilot-in-command must contact the Chief Flight Instructor or senior instructor on duty

b) Forced Landing

i) in the event of a forced landing the pilot-in-command must contact the Chief Flight Instructor and nearest Flight Service Station

c) Take Off

i) no attempt shall be made to take off after an unscheduled or forced landing without the approval of the Chief Flight Instructor.

14. COLLISION AVOIDANCE

a) Turns

i) prior to executing a turn during flight, the pilot shall visually inspect vicinity airspace for traffic and call "clear left" in the case of left turns, or "clear right" in the case of right turns.

b) Climbs & Descents

i) during prolonged climbs or descents, students shall conduct periodic clearing turns to visually inspect vicinity airspace for traffic.

c) Air Exercises

i) a clearing turn to inspect vicinity airspace for traffic shall be conducted prior to each stall, spin, and slow flight manoeuvring. This clearing turn must consist of a 180° turn, or two 90° turns in opposite directions, and shall be conducted immediately prior to conducting the manoeuvre.

15. SECURING OF AIRCRAFT

a) Post Flight

i) following every flight the pilot shall ensure that the control surfaces are prevented from moving and sustaining damage by installing the

(a) control locks,
(b) pitot cover, and

ii) securing the aircraft with

(a) tie-downs
(b) wheel chocks

b) End of Day

i) following the last flight of the day the pilot shall

(a) tie down the aircraft
(b) install control locks
(c) install wheel Chocks
(d) install pitot covers and
(e) cover aircraft as required

16. APPROPRIATE CLOTHING

i) pilots shall ensure that they and their passengers are dressed appropriately for the intended flight and any foreseeable conditions.

ii) open toed footwear is not permitted by occupants of the front seats

17. CONTROL TOWER COMMUNICATIONS

a) Taxi

i) all ATC instructions pertaining to taxiing to hold short must be read-back.

b) Position

i) all ATC instructions pertaining to taxiing to position ("line up and wait") must be read-back.

c) Take Off

i) all ATC clearances pertaining taking off must be read-back.

d) Clearing a Control Zone

i) pilots shall not call clear of the control zone unless instructed to do so by ATC

18. AIRCRAFT LIGHTING

a) Anti-Collision Lights (Strobes)

i) anti-collision lights shall be turned on upon entering the active runway and remain on throughout duration of flight

ii) anti-collision shall be turned off while taxiing

b) Anti-Collision Lights (Beacon)

i) the beacon lights shall be turned on and remain on whenever the aircraft master switch is on

c) Landing Lights

i) landing lights shall be turned on upon entering the active runway and remain on throughout duration of flight

ii) except for times of darkness the landing lights shall be turned off while taxiing

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