



Flight Training Program Outline Night Rating

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Welcome to the Brantford Flying Club!!!

Introduction:

Since 1929 the Brantford Flying Club has been providing quality flight training. As one of the oldest flight training organizations in Canada, we have successfully trained thousands of Private, Commercial, and Airline pilots over the past 85 years.

This Night Rating flight training program outline is provided to you as reference material to guide you through the training process. The outline is a requirement under the Canadian Aviation Regulations (CARS). This document describes some of the background knowledge regarding the training program that you are undertaking and it contains a selection of our Flight Training Unit policies.

If you have any questions or concerns please ask one of our many Flight Instructor Staff members who would be happy to expand on this program outline.

Thank you for your interest in The Brantford Flying Club!

Privileges:

The holder of a valid Pilot License that is Night endorsed may exercise the privileges of the license in Night VFR flight.

Prerequisites:

An applicant shall hold a minimum of a private pilot license

Cost Breakdown

Item:	Hours:	Rate:	Total:
Dual Instruction – Instrument - C152	5 Hours	\$255.00 /hour	\$1,275.00
Dual Instruction – Night – C152	5 Hours	\$255.00 /hour	\$1,275.00
Solo Practice – C152	5 Hours	\$175.00 /hour	\$875.00
Pre/Post Flight Briefings	2 Hours	\$80.00 /hour	\$160.00
Transport Canada Licensing Fee			\$50.00

Grand Total: \$3,635.00

If using a C172 add \$450

Above hours are minimum required hours. Additional training may be needed.

All training is tax deductible and HST will be applicable to all flights.

Age

An applicant shall be a minimum of seventeen years of age.

Medical Fitness and Validity

(a) An applicant shall hold a minimum Category 3 Medical Certificate valid for a Private Pilot License - Aeroplanes:

(i) where an applicant holds a Category 4 Medical Certificate for the purpose of a Student Pilot Permit, the applicant shall upgrade to a Category 3 Medical Certificate prior to making application for the Private Pilot License - Aeroplane.

Knowledge

N/A

Experience

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:

- (i) 10 hours of night flight time including a minimum of:
 - a. 5 hours dual flight time, including 2 hours of cross-country flight time,
 - b. 5 hours solo flight time, including 10 takeoffs, circuits and landings, and
- (ii) 10 hours dual instrument time.
- (iii) Credit for a maximum of five hours 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 in subparagraph (a)(i) above.

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 425.21(4) by demonstrating the level of skill specified in the Flight Instructor Guide-Aeroplane (TP 975).

Credits

An applicant who holds a licence endorsed with a night rating in one of the other aircraft categories shall have the total 20 hour pilot flight time reduced to a minimum of 5 hours in aeroplanes including a minimum of:

- (i) 2 hours dual night flight time,
- (ii) 1 hour solo night flight time, and
- (iii) 1 hour dual instrument flight time which shall be in addition to the flight time of (i) and (ii).

Training Syllabus

Note: All above times are approximate and will vary from person to person and depend greatly on frequency of flying, weather and individual student progress.

Weather Minimums

The following minimum weather standards are required for any Brantford Flying Club aircraft flight.¹

		SOLO ²	DUAL	RECREATIONAL VFR	REC IFR
Practice Area	Ceiling	3,000' AGL	Instructor's Discretion	1,500' AGL	See 0 below
	Visibility	5SM	3SM	3SM	
Circuits	Ceiling	1,500' AGL	Instructor's Discretion	1,500' AGL	
	Visibility	4 SM	3SM	3SM	
Winds	Maximum	Instructor's Discretion		30 kts	
	Crosswind Component	6 kts	POH Max Demonstrated	POH Max Demonstrated ³	
Cross Country	Ceiling	5,000 ASL ⁴	2,500' AGL	2,500' AGL	See 0 below
	Visibility	8 SM	5 SM	5 SM	
Min. Ground Temperature ⁵		-15°C	-18°C	-15°C	
CRFI		0.22 No Crosswind 0.25 5kts Max Crosswind 0.30 10kts Max Crosswind			

IFR Flights – Dual or Recreational

Take-offs are not to be commenced if the ceiling and visibility are below the landing minima for the airport of departure.

~~Cruise legs will not be less than 500' below freezing level.~~

Landing minima as published in Canada Air Pilot.

¹ The weather as reported by METAR, averaged from surrounding METARS or observed by the PIC before takeoff

² Solo flying is always at the authorizing instructor's discretion

³ Recreational flying is always at the BFC staff member's discretion

⁴ 5000' ASL gives the student the availability to fly at proper cruising altitudes on the trip – 3,500/4,500 – aiming to have a cruising altitude 1000' above MEF (all obstacles) at a minimum

⁵ The air temperature as measured on the ground before takeoff – not wind chill

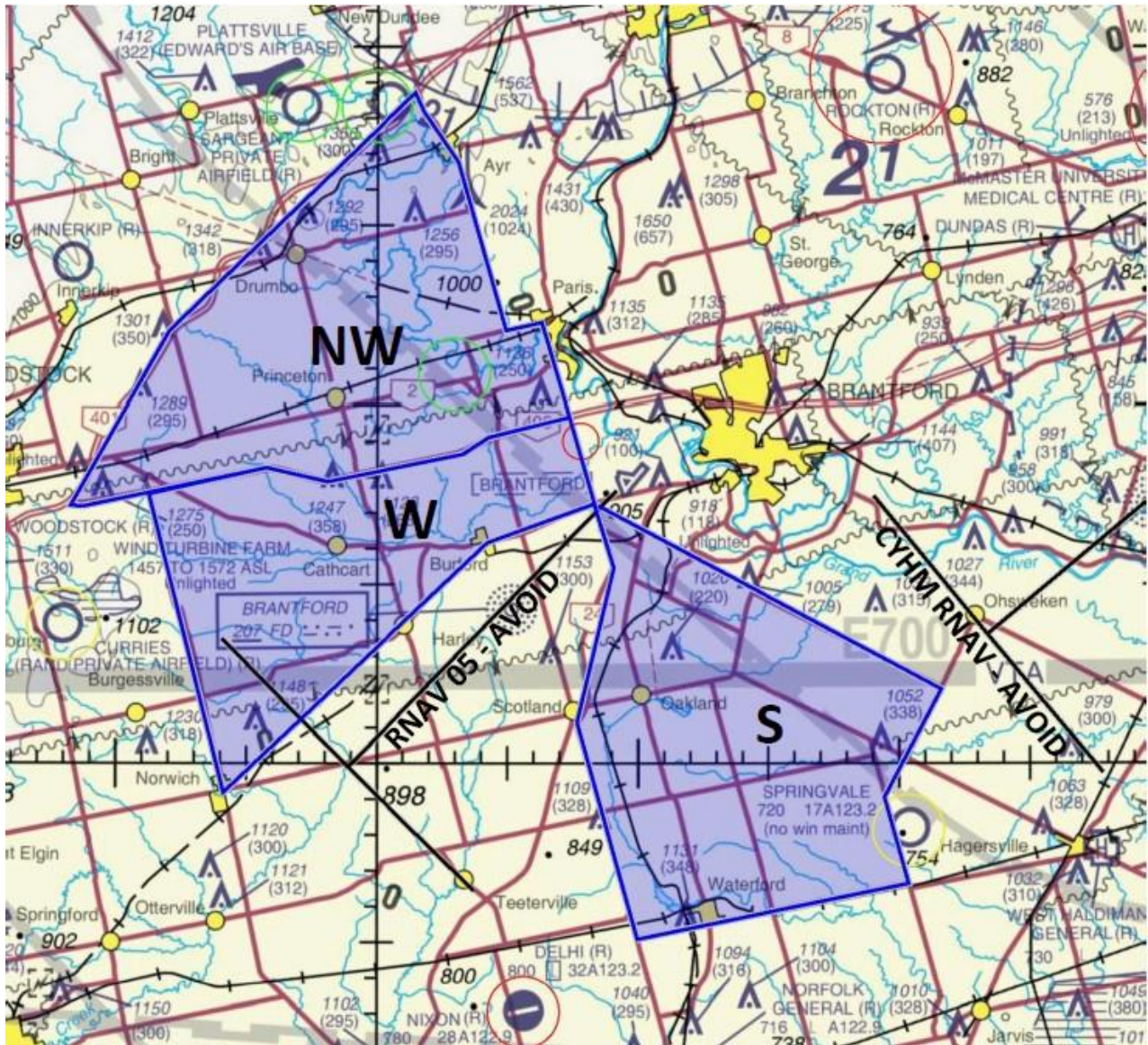
Fuel Reserves

The maximum fuel carried is dependant on the weight and balance of the aircraft

For any cross country flights, maximum fuel must be carried. A minimum 1 hour reserve shall be used.

Any local flights must have greater than ½ full tanks.

Designated Practice Areas



The Brantford Flying Club has 3 areas outlined for practice, the South, West and North West Practice area. These areas are outlined on a map in the flight office and are part of the Flight Training Program Outlines provided to students. Except for solo cross country flights, students are limited to the above practice areas for their solo practice. While using these practice areas, students are expected to make position reports on the practice area frequency: 122.925

Reporting of Aircraft Defects and Unserviceabilities

Upon finding any aircraft defect, report to flight instructor and refer to the Brantford Flying Club's Aircraft Defect Procedures.

Securing of Aircraft When Not in Use

When a pilot lands at any aerodrome, the aircraft shall be parked into wind, if possible. Chocks and control locks shall be used in gusty/windy conditions.

When leaving the aircraft at other aerodromes, for any length of time, the keys shall be removed from the ignition and all the doors shall be locked. The pilot will keep the keys on their person.