



**SEA LAND AIR**  
FLIGHT CENTRE

# Multi-Engine Instrument Rating Enrolment Contract

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)

## STUDENT INFORMATION

Last Name

First Name & Middle Name

Usual First Name

Personal Education Number (if available)

Mailing Address

Mailing Address in Canada (if available and different from above)

Student Telephone Number

Student Email Address

International Student:

Yes

No

If you are an international student:

Citizenship: \_\_\_\_\_

Do you have a study permit?

Yes

No

If you do not have a study permit, do you have a permit, visa or other written authorization to study in Canada other than a study permit?  Yes  No

Date of Birth:

Y	Y	Y	Y	M	M	D	D		

Gender

Female

Male

Non-Binary

## Voluntary Disclosure

**\*You may voluntarily provide the personal information listed below:**

Do you identify yourself as an Indigenous person, that is, First Nations, Métis, or Inuit?

Yes

No

If you answered "Yes", please indicate if you are:

First Nations

Métis

Inuit

Do you have a long-term physical or mental health condition that limits the kind of activity that you can perform on a daily basis?  Yes  No

**PROGRAM INFORMATION**

**Multi-Engine Instrument Rating**

Program Title

44.4

Program Duration in Hours

Program Duration in Weeks

Contract Start Date

Contract End Date

Credential Issued on Graduation

Licence

Rating

Issue from Transport Canada

Program Delivery Method  
(select all that apply)

On-Site

Distance

Combined

Language of Instruction: English

Required course materials and technological resources not provided by the institution (if applicable):

**PROGRAM ADMISSION REQUIREMENTS – MAY NOT BE WAIVED BY THE STUDENT OR THE INSTITUTION**

Private Pilot Licence or higher

**PROGRAM OUTLINE**

Refer to the Multi Engine Instrument Rating Course Outline at the end of this contract.

**STATEMENT OF STUDENT RIGHTS**

Sea Land Air Flight Centre is certified with the Private Training Institutions Regulatory Unit (PTIRU) of the British Columbia Ministry of Advanced Education and Skills Training.

Before you enroll at a certified private training institution, you should be aware of your rights and responsibilities.

You have the right to be treated **fairly** and **respectfully** by the institution.

You have the right to a **student enrolment contract** that includes the following information:

- amount of tuition and any additional fee for your program
- refund policy
- if your program includes a work experience, the requirements to participate in the work experience and the geographic area where it will be provided
- whether the program was approved by PTIRU or does not require approval.

Make sure you read the contract before signing. The institution must provide you with a signed copy.

You have the right to access the institution’s **dispute resolution process** and to be **protected against retaliation** for making a complaint.

You have the right to make a **claim** to PTIRU for a **tuition refund** if:

- your institution ceased to hold a certificate before you completed an approved program
- you were misled about a significant aspect of your approved program.

You must file the claim within **one year** of completing, being dismissed or withdrawing from your program.

For more information about PTIRU and how to be an informed student, go to:

<http://www.privateinstitutions.gov.bc.ca/students/be-an-informed-student>.

## REGULATORY REQUIREMENTS

### Prerequisites

You must hold a Multi Engine Rating

### Knowledge

- An applicant shall have obtained a minimum of 70% on the written examination Instrument Rating (INRAT)

### Experience

- 50 hours of cross-country flight as pilot-in-command in aeroplanes of which 10 hours must be in the appropriate category
- 40 hours of instrument time of which a maximum of 20 hours may be instrument ground time. The 40 hours instrument time shall include a minimum of:
  - 5 hours of dual instrument flight time acquired from the holder of a flight instructor rating,
  - 5 hours in aeroplanes where the applicant is applying for a Group 1, 2, or 3 instrument rating,
  - 15 hours of dual instrument flight time provided by a qualified person as specified in CAR section 425.21(9), and
  - one dual cross-country flight under simulated or actual IMC conditions of a minimum of 100 nautical miles, the flight to be conducted in accordance with an IFR flight plan to include at, two different locations, an instrument approach to minima.

### Skill

- Successful completion of a flight test as pilot-in-command of an aeroplane

## PROGRAM COSTS

17.4 hours Dual Training in the D-Sim-42 Flight Training Device @ \$210/hr	\$3,654.00
12 hours Dual Flight on Twin Star DA42 (\$490/hour)	\$5,880.00
15 hours Ground Briefing (\$90/hour)	\$1,350.00
Written Examination	\$35.00
Flight Test (1.4hr Aircraft rental + Flight test fee \$450)	\$1,010.00
Licensing fee	\$30.00
<b>TOTAL PROGRAM COST</b>	<b>\$11,959.00</b>

### Additional Costs

\* An international student application fee of \$500 will be charged to a student applying for their Study Permit, as well as to those holding a Study Permit and transferring from another Flight Training Unit.

\* A program application fee of \$30 will apply for local students.

\* An hourly fuel surcharge will apply due to fuel price fluctuation. We calculate our fuel surcharge based on Boundary Bay FBO's full-service Jet-A price of \$1.91 per liter as the base price (as posted on their website). For every percentage increase or decrease in the fuel price compared to the base price, we adjust the fuel surcharge proportionally on a monthly basis, using \$80 per hour as the base rate.

**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.

**PAYMENT TERMS**

Method of payment:      Cash    Debit    Credit Card    Cheque

Flight training is paid for on a “pay-as-you-go” basis.

**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>	No refund on completed flight training. In the case of Ground School, 50% of the ground school tuition will be refunded.  Fees paid for course materials if not provided to the student will be fully refunded.
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>
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**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>
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**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>	<p>100% tuition and all related fees, including application fees</p>
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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.

**Private Training Institutions Regulatory Unit (PTIRU)**

This institution is certified by the Private Training Institutions Regulatory Unit (PTIRU) of the British Columbia Ministry of Post-Secondary Education and Future Skills. Certified institutions must comply with regulatory requirements relating to, among other things, student enrolment contracts, tuition refunds and instructor qualifications. For more information about PTIRU, go to [www.privatetraininginstitutions.gov.bc.ca](http://www.privatetraininginstitutions.gov.bc.ca).

Please be advised that under section 61 of the *Private Training Act*, the Registrar is authorized to collect, use and disclose personal information in accordance with the Registrar’s regulatory duties under that Act. Accordingly, this

institution is authorized to disclose your personal information to the Registrar for regulatory purposes.

**STUDENT DECLARATION**

I consent to the Institution sharing my personal information with the Ministry of Advanced Education and Skills Training for research purposes and statistical analysis under the authority of sections 6(2)(a) and 10(1)(a) of the Personal Information Protection Act (PIPA).

I consent to the sharing, in accordance with Provincial privacy legislation, of my enrolment and reporting information between **Sea Land Air Flight Centre** and Immigration, Refugees and Citizenship Canada, as necessary, for the purposes of the International Student Program.

Should you have any questions about the collection, disclosure and use of personal information you may contact: Director, Policy and Institution Certification, Private Training Institutions Regulatory Unit, System Integrity Branch, Post-Secondary Policy & Programs, Ministry of Post-Secondary Education and Future Skills, 310-601 Cordova Street W, Vancouver, BC V6B 1G1 or by telephone at (604 569-0019).

Student Signature

Date Signed

Signature of Parent or Legal Guardian

Date Signed

**INSTITUTION SIGNATURE**

Signature of Institution Representative

Date Signed

# Sea Land Air Course Outline

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## Multi-Engine Instrument Rating



## Diamond DA42 with the G1000

# Sea Land Air Course Outline

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## Learning Objectives

At the end of this course, you will obtain an Instrument Rating. The Rating allows you to fly in cloud navigating solely by reference to the flight and navigation instruments. Building on the skills from your previous training you will learn to control the aircraft precisely “on the instruments” to fit in the air traffic system. As a result you will be able to fly safely when visual navigation is marginal or not possible.

Considered mandatory by most commercial operations, the Instrument Rating will also benefit the Private Pilot by allowing more capability and flexibility as to when to fly, and the background knowledge of man, environment and machine, to know when not to fly.

Building on your visual flight experience, the Instrument Rating will definitely take your flying to the next level.





# Sea Land Air Course Outline

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## Admission Requirements

Private Pilot Licence

## Licensing Requirements

### Prerequisites

You must hold a Multi Engine Rating.

### Knowledge

You must obtain a minimum of 70% on the written examination Instrument Rating (INRAT).

### Experience

You must obtain a minimum of:

- 50 hours of cross-country flight as pilot-in-command in aeroplanes of which 10 hours must be in the appropriate category.
- 40 hours of instrument time of which a maximum of 20 hours may be instrument ground time. The 40 hours instrument time shall include a minimum of:
  - 5 hours of dual instrument flight time acquired from the holder of a flight instructor rating.
  - 5 hours in a multi-engine aeroplane(non-centerline thrust) where the applicant is applying for a Group 1 instrument rating.
  - 15 hours of dual instrument flight time provided by a qualified person as specified in CAR425.21(9).
  - One dual cross-country flight under simulated or actual IMC conditions of a minimum of 100NM, the flight to be conducted in accordance with an IFR flight plan to include at, two different locations, an instrument approach to minima.

### Skill

An applicant shall successfully complete a flight test in accordance with the *Flight Test Standards - Instrument Rating* (TP 9939E).



# Sea Land Air Course Outline

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## Course Duration

Course Duration is 44.4 hours including:

- 17.4 hours Dual Training in the D-Sim-42 Flight Training Device
- 12 hours Dual Flight Time
- 15 hours Ground Briefing

These flight time and time in Flight Training Device are based on Transport Canada minimum requirements and also assumes that a student has completed following instrument time.

- 1) 5 hours instrument flight time in aircraft towards PPL
- 2) 5 hours instrument flight time in aircraft towards Night Rating
- 3) 4.6 hours instrument flight time in aircraft towards CPL

Students may require additional training hours before being ready for the flight test.

## Required Course Materials

- SLA Multi IFR Course Manual
- DA 42 AFM
- G1000 Cockpit Reference Guide - DA42
- G1000 DA42 Comprehensive Pilots Guide
- KAP140 Pilots Guide
- CAP GEN (Canada Air Pilot Instrument Procedures General Pages)
- Flight Test Guide Instrument Rating (TP 9939E)
- Study and Reference Guide INRAT (TP 691E)
- Aeronautical Information Manual (TP 14371)
- Instrument Procedures Manual (TP 2076E)

## Teaching Methods

Individual preparatory ground instruction

Individual pre flight ground briefing

Demonstration-Performance method in flight instruction

Individual post flight ground briefing

## Delivery Methods

In-class ground instruction

In-flight instruction

## Student Evaluation

There are two official evaluations for this course. The first evaluation is at the end of the simulator lessons to ensure a student is ready to move onto the aircraft training. The second evaluation is the Pre-Flight test. We will use our evaluation form. The marking system for evaluation is equivalent to the Transport Canada Flight Test marking scheme.



# Sea Land Air Course Outline

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## **IFR Weather Minima – Multi- Engine IFR**

The weather minima is as per the Transport Canada - Canada Air Pilot requirements. In addition:

- Pilots and Instructors must consult METARs, GFAs, and TAF's prior to dispatch. The Chief Flight Instructor reserves the right to prohibit any flight into weather he/she deems to be unsafe.
- No flights will be dispatched IFR if the forecast includes the possibility of embedded CB's, severe turbulence or any icing along the planned route and altitude.

### **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.

### **Icing Conditions**

Although the aircraft is equipped with an anti-ice system, it is not approved for use in known icing conditions in Canada at this time.

## **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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## Flight Planning

- All IFR flights require a flight plan.
- A copy of the flight plan form must be submitted to dispatch prior to the above flights taking place.

## Fuel Reserves

The minimum fuel load for training is as follows:

To the destination, fly an approach, then to the alternate and complete an approach there,

+ additional 5% of the above (the fuel required for the planned trip including to the alternate) as contingency

+ IFR reserve of 45mins.

## Description and use of assigned practice areas

Any instrument equipped airport at instructor's discretion after considering aircraft equipment requirements.

## Reporting of aircraft defects and unserviceabilities

If a pilot has any reason to believe that any part of an aircraft is damaged or 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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## **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

