



AAA flight academy

Standard of Procedure
Operation
(SOP-O)

First Edition
2018

Fleet:

C 152

- **Occupancy**
Crew: 1
Passengers: 1
- **Operational specification**
Top Speed 109 KNOTS
Range:
Cruise, 75% Power at 8500 ft, 37.5 Gal.
540 NM
5.2 hours

Optimum Range at 10000 ft, 37.5 Gal.
625 NM
6.9 hours

Rate of climb at sea level 715 fpm
Service ceiling 14700 ft
Ground Run 725 ft
Landing Roll 475 ft

Empty weight 1104 lbs

Fuel Capacity 39 gal.

Engines: 1
Engine: Lycoming
Engine Model: O-235-N2C

C 172

- **Occupancy**
Crew: 1
Passengers: 3
- **Operational specification**
Top Speed 139 mph
Range:
Cruise, 75% Power at 9000ft, 38 Gal.
615 miles
4.7 hours
131 mph

Optimum Range at 10000 ft, 38 Gal
640miles
5.5 hours
117 mph

Rate of climb at sea level 645 fpm
Service ceiling 13100 ft
Ground Run 865 ft
Landing Roll 520 ft

Empty weight 1230 lbs

Fuel Capacity 42 gal.

Engines: 1
Engine: Lycoming
Engine Model: O-320-E2D

Langley Regional Airport

5385 - 216 Street, Langley, BC V2Y 2N3



LANGLEY
REGIONAL
AIRPORT



- T NAV Canada
- 1 Sky Quest Aviation
- 1 Airport Maintenance
- 2o Heli-College Canada
- 2 Helo Investments
- 2 Port Aircraft Interiors Inc.
- 2 Nican Engineering
- 3 Museum of Flight
- 3 Airport Cafe
- 4 Double J Aviation
- 4 Langley Flying School
- 5 Valley Aero Engines
- 5 Royal Cdn. Air Cadets
- 6 Gary Boehm Aerospace
- 6 Accuweld
- 7 Merlin Aviation
- 8 Langley Aero Structures
- 9 TRK Helicopters
- 10 Canwest Aerospace
- 11 Western Helicraft
- 12 Vector Aerospace
- 12 Canwest Aerospace
- 12 Pacific Air Crane
- 13 Kodiak Aerospace
- 14 Vector Aerospace
- 15 EM Heli-logistics
- 16 Vector Aerospace
- 17 Howard & Co.
- 18 Inland Industries Ltd.
- 18 Ascent Aerospace
- 18a Aero Teck Solutions
- 18a Dynamic Link Hyd
- 18a Harts Aviation
- 19 Adrian's Restaurant
- 19 Airport Office / TOL
- 41 MC Welding
- 41 AC Airways
- 41 March & Assoc. Eng.
- 42 RidgeAir
- 43 Golden Arrow Aviation
- 44 TRK Helicopters
- 45 Avanti Aerospace
- 46 Aeromni Aerospace Inc.
- 47 RDM
- 47 Heli Welders
- 47 CHC / Heli One
- 47 RCMP
- 47 Vector Aerospace
- 48 Vector Aerospace
- 49 Merlin Charters



CYNJ – Elevation 34'
N49 06 03 W122 37 51

Minimum Weather restrictions VFR Day/Night:

Student Solo: The day restrictions are for students not yet RPP/PPL licensed, and the night restrictions are for students who are not, yet night rated. A student's flight instructor may from time to time specify visibility and/or higher ceiling and/or lower wind speeds than those listed below. This will be noted in the student's PTR.

Day	Vis	Ceiling (AGL)	Temp/D.P.	Temps	Wind	Fuel
Circuit	5+ SM	2000'	10C	-15C	*Max DCWC and max gust of 10 *to be noted in PTR	HALF TANK
Local flight	6+ SM	4000'				
X country	6+ SM	5000'				

Night	Vis	Ceiling (AGL)	Temp/D.P.	Temps	Wind	Fuel
Circuit	6+ SM	3000'	10C	-15C	*Max DCWC and max gust of 13 KT *to be noted in PTR	HALF TANK
Local flight	8+ SM	5000'				

Rental /Licensed Student Solo: The day flight restrictions are for a student who has obtained RPL/PPL/CPL license and the night restrictions are for a student or a rental who has obtained the night rating. These restrictions also apply to all flight instructors who are conducting flight training under VFR flight rules. In certain instances, the CFI or Duty Pilot may authorize lower standards of student activity.

Day	Vis	Ceiling (AGL)	Temp/D.P.	Temps	Wind	Min Fuel
Controlled Air Space	5+ SM	1500'	5C	-15C min	*Max DCWC and max gust of 13 *to be noted in PTR	1 hour
Uncontrolled Air Space	5+ SM	3000'				

Night	Vis	Ceiling (AGL)	Temp/D.P.	Temps	Wind	Min Fuel
Controlled Air Space	5+ SM	3000'	10C	-15C min	*Max DCWC and max gust of 13 *to be noted in PTR	2 hours
Uncontrolled Air Space	5+ SM	5000'				

***SVFR/Day is permitted subject to authorization by CFI.

Flight Crew Permits, License and Rating:

No person shall act as a flight crew member or exercise the privileges of a flight crew permit, licence or rating unless the proper permit, license or rating has been obtained.

Recency and rental policy:

5 Years	<ul style="list-style-type: none"> • flown as pilot-in-command or co-pilot within the previous 5 years; or • completed a flight review with an instructor and written and passed the PSTAR exam within the previous 12 months.
2 Years	<p>you must have successfully completed a recurrent training program within the previous 24 months. There are seven ways to meet the recurrent training program standard and they are detailed in CAR 421.05(2). They are summarized as follows:</p> <ul style="list-style-type: none"> • complete a flight review with an instructor; • attend a safety seminar conducted by Transport Canada; • participate in an Transport Canada approved recurrent training program; • complete the self-paced study program • complete a training program or PPC required by Part IV, VI or VII of the CARs; • complete the requirements for the issue or renewal of a license permit or rating; or • complete the written exam for a license, permit or rating
6 mon.	<p>you must have completed 5 takeoffs and landings in the same category and class within the previous 6 months. If the flight is to be flown at night, then the takeoffs and landings must have been completed at night.</p>

Example for Briefing:

Pre-take-off	<ul style="list-style-type: none"> - I will take-off runway 19 - Wind from the right so I will use cross wind, soft field take off - Go/No-Go point will be half runway mark - Climbing to 1000" then heading to east - In case of engine failure during take-off: abort take-off, secure A.C., call ATC - In case of engine failure after take-off below 800": <ul style="list-style-type: none"> *glide speed *select field WITH MINIMUM TURN *call ATC - In case of engine failure after take-off above 800": will proceed according to the situation
Pre-landing	<p>Passenger:</p> <ul style="list-style-type: none"> Seatbelt fastens Luggage secure Window and doors secure <p>Pilot:</p> <ul style="list-style-type: none"> I will use runway 19 Wind coming from left so I will use a cross wind with short field landing Aim point will be the threshold, touchdown point will be the second center line

EXAMPLES OF RADIO CALLS USED IN AND AROUND CYNJ C.Z.

Who you are calling?

Who you are?

Where you are?

What you want?

What ATIS you have?

ATIS:

124.50	This is LANGELY airport information CHARLIE weather observed at 1900Z winds 200 degrees at 10 gusting 15, CAVOK, Altimeter 29.89 IFR approach runway 01, VFR runway 19. NOTAM 1, centerline taxiway BRAVO is closed until further advise. NOTAM 2, multiple construction at the airport that need precaution. Inform ATC that you have information CHARLIE.
124.50	This is LANGELY airport information BRAVO weather observed at 1900Z winds 150 at 14, Scattered at 3000, Broken 4000, Overcast at 4500, Altimeter 29.89 IFR approach runway 01, VFR runway 19. NOTAM 1, centerline taxiway BRAVO is closed until further advise. NOTAM 2, multiple construction at the airport that need precaution. Inform ATC that you have information CHARLIE.

Initial Radio call to and from CYNJ GROUND:

Freq.	PILOT	ATC	PILOT RESPONSE
121.90	-Langley ground, this is Cessna 152 FGDE, -At Apron V -Requesting taxi for a departure to (Local east, Circuit, With a flight Plan) -With <u>information</u> Delta	Cessna 152 FGDE, Langley Ground. (circuit is approved) Runway 19, Altimeter 29.82 taxi via A, B Squawk 2345. Contact Tower on holding short 19 when ready	Squawk 2345 GDE
121.90		Cessna 152 FGDE, Langley Ground. Runway 25, Altimeter 29.82 taxi via A, B Squawk 2345. Hold short 25	Squawk 2345 Hold short 25, GDE

Radio call before Take-Off:

Freq.	PILOT	ATC	PILOT RESPONSE
119.00	Langley tower, GDE ready for take-off	GDE negative, aircraft on final.	GDE
119.00	Langley tower, GDE ready for take-off requesting back track with short delay	GDE back track is approved you are cleared to take -off runway 19	GDE
119.00		GDE line up runway 19, aircraft taxiing to exit	GDE lining up
119.00		GDE you are cleared to tack-off runway 19, back track if required	GDE
119.00		GDE you are cleared to take-off runway 19, after noise abatement continue cross wind heading until further advise	GDE continue cross wind until further advise
119.00		GDE immediate take-off you are cleared to take-off runway 01, straight out departure until further advise to avoid traffic	GDE straight out departure
119.00		GDE you are cleared to take-off. Departure the circuit via (Trinity, Downwind, PAPE) not above 1500 until further advise	GDE via (Trinity, Downwind, PAPE) not above 1500

Radio call departing the control zone

Freq.	PILOT	ATC	PILOT RESPONSE
119.00		GDE, radar service terminated, have a good flight	GDE, good day
119.00	Langley Tower, GDE cleared to the east	GDE, traffic 5 O'clock 2000' unknown westbound	GDE, (looking for traffic, with traffic)
119.00		GDE, traffic 2 O'clock 3000 unknown westbound. Change frequency. Safe flight	GDE, good day

Radio call to Practice area

Freq.	PILOT
122.72	Glen valley traffic, Cessna 152 GDE over 232 intersections, 2000' and climbing to 4000" eastbound to Chilliwack
122.72	Glen valley traffic, Cessna 152 GDE 1 mile north west of 264 intersections eastbound at 3000"
122.77	Suma traffic, Cessna 152 GDE 3000", 3 miles north of the blasting area upper air work not below 2000"

Radio call entering CYNJ control zones

Freq.	PILOT	ATC	PILOT RESPONSE
119.00	Langley tower, Cessna 152 FGDE south of glen valley at 1500 inbound for landing with information Delta	Cessna 152 FGDE squawk ident, you are cleared for right downwind runway 01	GDE, squawk ident ATC: GDE you are radar identified
119.00	Langley tower, Cessna 152 FGDE over 264 intersections at 1500 inbound for circuits with information Alpha	GDE, traffic 2 O'clock 2000' unknown westbound, you are cleared for straight in, report 3 mile final	GDE, (looking for traffic, with traffic), report 3 mile final
119.00	Langley tower, Cessna 152 FGDE 2 miles east of thunder buy at 1500 inbound for landing with information Bravo	GDE, you are cleared for straight in via 232 intersections, report crossing highway	GDE, report crossing high way

Radio call after landing

Freq.	PILOT	ATC	PILOT RESPONSE
119.00		GDE, exit runway via Charlie, contact ground at 121.9	GDE
119.00		GDE, exit runway via Bravo, monitor ground at 121.9, good day	GDE

Radio Call from and to Ground after exiting the runway

Freq.	PILOT	ATC	PILOT RESPONSE
119.00	Langley ground, GDE on Golf request taxi to Hanger5	(runway 25) GDE, exit runway via Bravo. Hold Short runway 19	GDE Hold Short 19
119.00	Langley ground, GDE on Bravo request taxi to fuel pump	GDE, taxi via Alpha to the fuel pump	GDE

Flight related procedures from memory

COCKPIT CHECK	STRIPS PITOT COVER HEADSET LUGGAGE DOCUMENT	AWAY OFF IN PLACE SECURE ON BOARD
ENGINE START	THROTTLE OIL PRESSURE AMATERE	1000 RPM GREEN CHARGING
TAXI CHECK	WIND SOCK T.C. H.I. A.I. COMPASS	CORRECT FOR WIND WING (L-R)/ BALL (L-R) INCREASE – DECREASE STEADY FLOATING
RUNWAY ENTERING	TRANSPONDER PITTOT HEAT LANDING LIGHT MIXTURE TIME	ALT ON IF REQUIRED ON RICH ON
TAKE-OFF	POWER OIL PRESSURE OIL TEMPERATURE SPEED REFERENCE POINT ----- 400ft 1000ft	FULL GREEN GREEN ALIVE SELECT ----- FLAPS UP STROB LIGHT - OFF
DOWNWIND	1) STABILIZE THE A.C. 2-3) PRE-LANDING CHECK PRIMER MASTER MAG. LANDING LIGHT CARB HEAT MIXTURE BREAK FUEL VALVE AMATER Fuel 2-3) RADIO CALL 4) PRE-LANDING BRIEFING	Locked ON Both ON On if required Full rich Active ON / Both Charging Sufficient
FINAL	Centerline Speed Aim point	

Policy/ Procedure after each flight:

- 1- Place wedge on Aircraft wheel
 - 2-Engage Yoke lock
 - 3- Put the pitot cover on
 - 4-Tie down Aircraft if applicable
- The last person to fly any aircraft is responsible for the above procedure

End of the day procedure for the last Instructor/Staff member in the school

- 1- Ensure all aircrafts are safe and secured
- 2- Turn-Off all lights and heat in the school
- 3- Ensure all doors are locked
- 4- Close and lock gate

The last person who leaves the school at the end of the day is responsible to ensure these items are done

Changing the Instructor Policy:

Once you've made a careful choice and you started your training, you need to commit to a fairly serious, but always professional relationship to achieve progress toward your certificate. Short-term learning plateaus are common in-flight training but perfectly natural. Though frustrating, this is *not* a reason or time to switch. This is, in fact, exactly when you need to stick tight with your instructor who knows your issues.

Although we recommend that the student to finish his/her training with one instructor, however changing the instructor is possible in AAA flight academy under certain conditions and with a logical reason. Student would like to change the instructor should fill the suitable form at the dispatch and submitted to the CFI. CFI will schedule a meeting with the Instructor and the student and to decide after the meeting for the most beneficial decision.

As a reminder for all the flight Instructors, the following tips to be considered during the duty at AAA flight academy:

1. Good hygiene is essential in the close quarters of a light general aviation aircraft.
2. Physical and verbal abuse is never appropriate in a flight instruction environment.
3. Be respectful in your attitude and in your timing.
6. Always follow Transport Canada and the AAA flight Academy rules. This also includes your signatures logbook entries and endorsements. When asked, the instructor dismisses or angrily negates questions. Stifling questions is a great way to stop learning.
5. "Watch this!" Maneuvers training consists entirely of trying to mimic the instructor's movements without benefit of ground time to discuss them. Worse is when the instructor is unable to clearly explain the maneuvers or how they're performed.
4. "Bang here!" The instructor expects you to accept broken parts without question or review of regulations.
3. "Like this, stupid!" The instructor belittles you for any perceived imperfection despite your learner status. You're made to feel like a complete idiot before the engine starts.
2. "Just one more flight ... " And another, another, another, and still no solo, and you have no idea what you are doing wrong and do not know how to fix the problem. All you know is you are not soloing and money's running out. And the No. 1 sign it's time to find another flight instructor:
1. "Don't do as I do." The instructor intentionally violates regulations without cause. You don't want this role model.