

CALGARY FLYING CLUB

SAFETY REGULATIONS AND DIRECTIVES

CARS 405.13
AMMENDED November, 2007

WEATHER MINIMA

The following **Calgary Flying Club** weather minima will be observed by all club members participating in dual or solo training flights and all rental flights during day, night, VFR and IFR operations:

CEILING AND VISIBILITY

Ceiling and visibility must be no lower than 1000 feet AGL and 5 statute miles and must be forecast to remain so through the duration of the flight. Flights in variable or marginal weather will be authorized at the discretion of the CFI or delegate.

First solo flights are permitted only when the ceiling and visibility are 1500 feet and 5 statute miles or higher.

Solo flights during special VFR conditions are not authorized under any circumstances.

The minimum weather conditions for student solo cross-country flight operations shall be a ceiling of 4000 feet and visibility 5 statute miles. These minimums shall exist at the point of departure, en route and at the destination at the actual time of departure and remain so until 1 hour after the estimated time of arrival at the final destination.

All student solo cross-country flight operations must be completed at least 1 hour prior to official nighttime.

WIND LIMITATIONS

All flight operations shall be at the discretion of the CFI or delegate. All dual flights will be at the discretion of the flight instructor. Solo flights for **all club members** will not be authorized, **regardless of experience**, when surface winds are forecast to greater than 20 knots. The maximum permissible crosswind component is 10 knots for solo flights.

WIND DIRECTION/DEGREES OFF RUNWAY	MAXIMUM WIND SPEED
90°	10 knots
60°	12 knots
30°	20 knots
15° or less	20 knots maximum

TEMPERATURE LIMITATIONS

No flights will be authorized when the temperature is ~~-20°C~~ or below.

MINIMUM FUEL REQUIREMENTS

The following fuel minimums apply to all flight operations (local and cross-country). Pilots shall ensure that they have sufficient fuel prior to commencing a flight. At no time should a flight be attempted unless there is sufficient fuel to make the destination airport plus an additional 45 minutes. All flights require a minimum of $\frac{1}{2}$ tanks at time of departure from any airport. At no time should a flight continue with less than $\frac{1}{4}$ tanks.

PRACTICE AREA

Instructors shall familiarize student and renter pilots with the location and extent of the local practice area located northwest of Springbank Airport. This practice area is depicted on the Calgary VNC and is designated **CYA 206(T)**.

All pilots shall ensure that areas located within the practice area which may be considered noise-sensitive will be avoided to the best of their ability at all times. At no time will pilots place persons, aircraft, livestock or other in jeopardy or compromise safety.

REPORTING OF AIRCRAFT DEFECTS

Prior to each flight, all pilots shall conduct a pre-flight inspection of the aircraft and ensure serviceability and airworthiness. Additionally, all pilots shall check the aircraft journey logbook for defect items prior to engine start-up. Pilots shall immediately notify **Calgary Flying Club** personnel of any defect item discovered prior to the flight. All defect items shall be noted on the aircraft journey logbook and signed by the pilot who observed the defect.

FLIGHT TERMINATION AND AIRCRAFT SECURITY

Pilots are responsible for the proper parking and securing of aircraft at all times. Control locks, brakes, tie-down ropes and wheel chocks shall be used during periods when aircraft are not in use. Aircraft are to be kept clean at all times and pilots shall leave aircraft free of garbage, all seat belts and harnesses properly stowed and the propeller left in the horizontal position. **Pilots must ensure magnetos are in the off position after each flight.**

UNSCHEDULED OR FORCED LANDINGS

Emergencies or landings at airports other than those authorized are to be reported immediately to the CFI by phone and written report. **Under no circumstances shall a take-off be attempted** from an unauthorized airport, field or other surface or after an emergency landings has been conducted.

As applicable and necessary to comply with Transport Canada and the Transportation Safety Board of Canada following an incident or accident, all pilots shall follow procedures as outlined in the Aeronautical Information Publication General section 3.0.

MINIMUM FLIGHT ALTITUDES

Except for the purpose of takeoff and landing, or in the event of an in-flight emergency, **no pilot shall operate an aircraft below 500 feet AGL.**

INSURANCE COVERAGE/RESPONSIBILITY

The **Calgary Flying Club** maintains the insurance coverage required by the Ministry of Transport. There exists a \$500.00 in-motion and \$100.00 not-in-motion deductible for which all licenced pilots are responsible should an incident occur while the aircraft is under their care and control. **All pilots accept this responsibility when they sign out an aircraft for their use.**

IFR MINIMUMS

The **Calgary Flying Club** will allow its aircraft and users to operate in IMC conditions under the following conditions:

1. The renter pilot has a valid and current IFR rating appropriate for the aircraft flown.
2. The aircraft is not operated into known or forecast icing conditions.
3. Weather minima at the destination are forecast to be at least circling minimums plus 500 feet.
4. Weather minima at the alternate are forecast to be VFR.
5. An IFR flight plan must be filed.
6. **Prior approval must be obtained directly from the CFI. This approval will be dependant on actual weather conditions and pilot experience. The **Calgary Flying Club**/CFI reserves the right to deny flight authorization at any time for any reason.**

OTHER APPLICABLE REGULATIONS

1. Flight plans must be filed for all flights conducted beyond 25 nautical miles. Calgary Flying Club staff will not accept flight itineraries. The pilot must close all flight plans as soon as possible.
2. All pilots must be checked on aircraft type with an instructor prior to solo flights. Further, pilots are responsible for tracking and maintaining that currency.
3. Pilots using aircraft registered to the **Calgary Flying Club** agree to return the aircraft on time, using routes specified by the club or the renter and complying with all necessary regulations applicable to safety of persons and equipment.
4. Pilots shall complete a ground check (run-up) of the aircraft before take-off.
5. Pilots shall observe all civil air safety and **Calgary Flying Club** regulations.
6. Pilots shall operate aircraft in VMC conditions unless otherwise authorized by the CFI.
7. Pilots shall obtain all applicable information concerning the flight prior to departure including weather and NOTAMS at all areas where the flight is to be operated.
8. No one other than the specified pilot shall operate the aircraft.
9. Pilots shall land only at HARD-SURFACED runways listed in the CFS except during emergency situations. Exceptions are to be approved by the CFI or delegate.
10. Pilots shall communicate with the CFI to receive verbal authority to any changes that may be necessary on the above rules and report as soon as possible any changes made during a flight.
11. Pilots shall understand that the aircraft is insured for public liability and property damage in reasonable amounts. However, they must also understand and agree to pay for any loss or damage to the aircraft caused by negligence or failure to comply with the terms of hiring.
12. Pilots agree to pay for all storage costs incurred while away from base during the period of their rental. This may also include cost to heat, de-ice, landing fees, custom fees, parking, tie-down, boosting the battery, etc.
13. Pilots agree to obtain authorization from the Manager or CFI directly prior to making repairs that may be necessary while away from the **Calgary Flying Club**. Repairs will be coordinated by the Club AME and outside maintenance facility, **NOT THE RENTER**. Pilots may call collect if necessary.
14. Pilots shall be familiar with the position and proper use of the fire extinguisher, ELT, first aid kit and applicable survival gear for the aircraft they intend to operate.
15. No aircraft engine shall be started or left running unless the PIC is at the controls and forward movement is prevented.
16. Pilots shall secure all loose articles prior to each flight.
17. **NO PILOT IS AUTHORIZED TO SWING A PROPELLER.**
18. Safety harnesses and seat belts shall be worn at all times during the flight (ground and air operation).
19. All taxiing shall be carried out safely at all times. **HIGH SPEED TAXI'S ARE NOT AUTHORIZED.**
20. Aircraft shall be stopped at a safe distance from buildings, fuel tanks, etc.
21. Aircraft shall be moved using tow bars only.

22. **NO PERSON IS AUTHORIZED TO OPERATE CALGARY FLYING CLUB AIRCRAFT WHILE UNDER THE INFLUENCE OF INTOXICATING SUBSTANCES OR MEDICATIONS CAPABLE OF IMPAIRING PILOT DECISION MAKING SKILLS OR ABILITIES.**
23. Pilots shall complete rental and/or authorization forms prior to the flight. Pilots and authorized personnel shall acknowledge the flight prior to its departure. All recording of air and flight times shall be accurate and legible.
24. **NO PILOT WILL ATTEMPT TO TAKEOFF IF AN AIRCRAFT HAS ACCUMULATED SNOW, FROST OR ICE ON CRITICAL SURFACES. ALL TRACES MUST BE REMOVED.**
25. Pilots shall complete a proper aircraft weight and balance for each flight.
26. All pilots will comply with **Calgary Flying Club** recency requirements.
27. No pilot may operate an aircraft in mountainous terrain unless the appropriate checkout has been completed and prior approval obtained.
28. Pilots operating aircraft at night must carry a functioning flashlight.
29. Approved checklists shall be carried and used on every flight.
30. Flaps shall be in the "UP" position during taxi.
31. Proper leaning procedures shall be used on all flights.
32. **NO PRACTICE STALLS, SPINS, FORCED LANDINGS OR PRECAUTIONARY LANDINGS ARE PERMITTED WHEN PASSENGERS ARE CARRIED.**
33. **SOLO SPINS ARE PROHIBITED (STUDENT OR RENTER).**
34. **LOW FLYING, BUZZING, FORMATION FLYING, AEROBATICS OR ANY OTHER UNAUTHORIZED MANEUVER WILL CONSTITUTE SUSPENSION OR LOSS OF CALGARY FLYING CLUB MEMBERSHIP AND/OR PRIVILEGES.**

**PILOTS MUST AGREE TO THE FOLLOWING PRIOR TO USING CLUB FACILITIES,
EQUIPMENT OR AIRCRAFT:**

**I ADMIT AND TRULY REPRESENT THAT I AM FULLY CONVERSANT WITH
TRANSPORT CANADA AND **CALGARY FLYING CLUB** REGULATIONS AND
IN CONSIDERATION OF THIS RENTAL AGREEMENT, I PERSONALLY AND
ON BEHALF OF MY EXECUTORS, HEIRS, ADMINISTRATORS AND
ASSIGNS, DO HEREBY AGREE, COVENANT AND UNDERTAKE TO
INDEMNITY AND SAVE HARMLESS THE **CALGARY FLYING CLUB**
AGAINST ALL AND ANY LIABILITY, COSTS AND EXPENSES ARISING OUT
OF MY NEGLIGENT OR WILLFUL BREACH OF THE ABOVE RULES AND
REGULATIONS.**