



AIRCRAFT RULES/REGULATIONS/CURRENCY

V1.4 – Jan 24/2021

ODFA Privileged Members (hereafter referred to as Members) that fly ODFA Aircraft must adhere to the following:

RULES AND REGULATIONS

1. Be an active member of the ODFA and have paid the annual membership dues.
2. Must attend at least one ODFA sponsored "Rust Buster" per year.
3. Have paid a Security Deposit of five hundred dollars (\$500) or an amount set by the Aircraft Committee to the treasurer which will be held to such time as the Member ceases to be a Privileged Member or the Member is not in good standing. Note: It is the Members responsibility to request a refund of the deposit, less any outstanding debts within two years of ceasing to be a member. If a refund is not requested, the deposit will become the property of the ODFA. The interest earned from the deposit will be retained by the ODFA.
4. Have attended 1 ODFA monthly meeting/Rust Buster or ODFA Orientation/Document Check and approval from the Aircraft Committee prior to being given flying privileges.
5. Refrain from Smoking in ODFA aircraft.
6. Only maneuvers contained in the approved aircraft manual are permitted. Spins/Spiral Dives and any other unusual attitudes are PROHIBITED unless with a flight instructor.
7. Operations from unprepared (I.e. Grass)/unpaved) Aerodromes are permitted, assuming aircraft performance and limitations are adhered and the aerodrome is registered in the CFS (flight supplement). Operations into other aerodromes require specific approval from the Aircraft Committee.
8. The Member is responsible for the aircraft at all times when it is in their possession and is to ensure the aircraft is properly stored when on the ground.
9. Payment of flying account is to be made in accordance with the Olds/Didsbury Invoice Statement of Account. The account credit line is five hundred dollars. If it is expected that this amount will be exceeded, prior approval of the Treasurer must be obtained, or a prepayment made. Nonpayment and/or exceeding the credit line may result in the suspension of flying privileges.
10. The member is to report any aircraft damage to the ODFA Executive committee and Transport Canada (if a reportable occurrence) as soon as possible after the occurrence. The Member is to cooperate with Transport Canada, Flying Association and the insurance company in determining the damage and circumstances.
11. In the event an ODFA aircraft is damaged, the Member is responsible for (1st \$5,000 on the C150 and 1st \$7,000 on the PA28-180). However, if the Member is operating the aircraft in violation of the ODFA Rules and Regulations, the Canadian Aviation Regulations (CARS) or insurance requirements, the Member will be responsible for the total cost of damage repairs. Members are also responsible on checkout flights.
12. Crosswind Limit is 12 kts and minimum temperature is -20 C. Other Weather and wind limitations are in accordance with CARS and aircraft limitations.
13. Operations from unmaintained runways (ie. not plowed) are prohibited. Damp and Wet runway is allowed ***It is highly recommended that all renters consider the additional renter's insurance coverage. (I.e COPA). Any future issues recovering insurance deductibles this additional coverage will become mandatory.***

NOTE: Flying privileges can be suspended at any time for non-compliance with any of the above rules or for just cause. If flying privileges are suspended, the pilot has the right to appeal to the appropriate committee.



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CURRENCY AND RECENCY

1. In addition to the below requirements all pilots must be familiar with and comply with all relevant Canadian Aviation Regulations (CARS) at all times that the aircraft is in possession of the Member.
2. Complete an initial checkout on the make & model being flown with an ODFA approved Flight Instructor.
3. Complete a checkout every two (2) years with an ODFA approved Flight Instructor
4. Be current within the past 90 days (90) on make and model being flown.
5. Be current within the past sixty (60) days if conducting night flying operations.
6. A checkout at night will satisfy both day and night currency requirements
7. Have a mountain checkout or proof of mountain flying knowledge and proficiency before conducting mountain flying operations. This must be kept on pilot file.
8. Have an annual Proficiency check ride with a qualified instructor if over 70 years of age.

PILOT INFORMATION FILE (to be held in Pilot Binder)

- a) *Signed copy of this document* of the ODFA rules
- b) Copy of Pilot Information Sheet (*name, address, phone, email, emergency contact*)
- c) Record of Checkout reports and POH exam for aircraft being flown
- d) Photo copy of Pilots License, current medical certificate (update as necessary) and Radio License.
- e) Photo copy of Last page of individual logbook (update annually)
- f) Proof of attending a Rust Buster Seminar (Master Attendance List in the front Pilot Information Binder)
- g) Proof of Membership and Deposit

I ADMIT AND TRULY REPRESENT THAT I AM FULLY CONVERSANT WITH TRANSPORT CANADA AND ODFA REGULATIONS AND IN CONSIDERATION OF THE FLYING PRIVILEGE, I PERSONALLY AND ON BEHALF OF MY EXECUTORS, HEIRS, ADMINISTRATORS AND ASSIGNEES DO HERBY AGREE, CONVENANT AND UNDERTAKE TO INDEMNIFY AND SAVE HARMLESS THE OLDS/DIDSBUY FLYING ASSOCIATION AND EXECUTIVE AGAINST ALL AND ANY LIABILITY, COSTS AND EXPENSE ARISING OUT OF MY NEGLIGENT OR WILLFUL BREACH OF THE ABOVE RULES AND REGULATIONS.

Members Name: _____

Members Signature: _____

Witness/Examiner: _____

Signature: _____

Date: _____