



## AIRCRAFT RULES/REGULATIONS/CURRENCY

V2.2 – July 24, 2024

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 attended 1 ODFA monthly meeting/Rust Buster or ODFA Orientation/Document Check and approval from the Aircraft Committee prior to being given flying privileges.
4. Refrain from Smoking in ODFA aircraft.
5. Payment for flights must be done within 3 days of completing the flight. Flying privileges will be suspended for late payment. Approval from the Aircraft Committee can be granted for payment beyond 3 days. See the ODFA Aircraft Operating Procedures for details on payment.
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) surfaces are permitted, assuming aircraft performance and limitations are adhered to. Operations on non CFS (Canada Flight Supplement) registered aerodromes require approval from the Aircraft Committee. Mountain flying is allowed if you have completed an approved Mountain Checkout program through a CFI.
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. The Aircraft will be operated in accordance with i) Part VI of the CARs and any additional safety margins, guidelines or standard operating and dispatch procedures which the Flight Club Platform might implement from time to time; ii) the Flight Club Platform's specifications and requirements, and iii) the Aircraft's operational limitations, as expressed in the Aircraft's pilot operating handbook and technical documents, each as published from time to time.
10. No operations that require an operator certificate under either CARs Part IV or Part VII.
11. The Aircraft is being flown within weight balance and a weight and balance is completed prior to every flight.
12. The flight must be booked on the Flight Club platform for insurance to be applicable for your flight, notwithstanding violation to other rules or non-compliance that would void the insurance.
13. Maintain a valid medical and PPL, CPL, ATPL or RPP license.
14. Comply with all applicable regulations, including requirements in CAR Part VI, Subpart 2.
15. Keep hours, credentials, and accident history up to date, and uploaded on the Flight Club platform.
16. Ensure that aircraft is at a minimum of ¼ tanks prior to take off and has the required fuel for any planned flight and potential diversion.
17. **Mandatory Disclosure in the Case of an Abnormal Event or Occurrence**
  - a. The member is to report any aircraft damage to the ODFA Executive committee and Transportation Safety Board of Canada (if a reportable occurrence) as soon as possible after the occurrence. The Member is to cooperate with the Transportation Safety Board of Canada, Flying Association and Flight Club in determining the damage and circumstances.
  - b. Owner must immediately notify the Flight Club Platform, by the quickest means available, of any abnormal event or occurrence which could result in a claim under the Insurance Policy. This notification shall include:
    - i. the nature and place of the abnormal event or occurrence;
    - ii. the Aircraft involved;
    - iii. the name of the pilot of the Aircraft;
    - iv. the extent of injuries to persons and damage to property; and
    - v. the contact information of witnesses, if any.
18. In the event an ODFA aircraft is damaged and if the Member is operating the aircraft in violation of the ODFA Rules and Regulations, the Canadian Aviation Regulations (CARS), insurance requirements, or Flight Club rules and requirements, the Member will be responsible for the total cost of damage repairs. Members are also responsible on checkout flights.
19. The deductible on the PA28 is \$5,000 and on the C150 it is \$5,000. There are a few exceptions to that. If you have a RPP license the deductible is \$7,500 for the PA28 and \$7,500 for the C150. If you are not accident or incident free in the past 36 months (as of Dec 22, 2023), the deductible is \$7,500 for the PA28 and \$7,500 for the C150.



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20. Crosswind Limit is 12 kts and minimum temperature is -20 C. Other Weather and wind limitations are in accordance with CARS and aircraft limitations.
21. Minimum Flight Altitude - 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. Any unauthorized maneuver including; low flying, buzzing, formation flying or aerobatics are grounds for suspension of flying privileges and in the event of an occurrence the pilot will be responsible for any loss or damage to the aircraft.
22. Operations from unmaintained runways (i.e., not plowed) are prohibited. Damp and Wet runway is allowed.
23. The aircraft are rented dry. On completion of your flight; for the Cessna 150 the tanks must be fuelled to the marking on the dipstick and for the PA28 it must be fuelled to the tab inside each tank.

**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.***

### CURRENCY AND REGENCY

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 open book exam annually for the aircraft being flown.
3. Complete a check ride annually with an ODFA approved check pilot. For new members joining, their first check ride must be with an ODFA approved Flight Instructor.
4. A passing grade on the check ride is a 3 or greater. A 2 or lower will require you to repeat only those parts of the check ride until the check pilot feels that you are competent.
5. Be current within the past 120 days on make and model being flown. Within this time period you must have at least 5 takeoffs and landings. If not current, a check ride is required.
6. Have a mountain checkout or proof of mountain flying knowledge and proficiency before conducting mountain flying operations.
7. In all checkouts the ODFA approved check pilot shall be PIC.

### 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), Photo Copy of Pilot's Licence, current medical certificate, Photo Copy of Last page of individual Pilot Logbook.
- c) Record of Checkout reports and POH exam for aircraft being flown.
- d) Proof of Membership and Deposit.

**I ADMIT AND TRULY REPRESENT THAT I AM FULLY CONVERSANT WITH TRANSPORT CANADA, ODFA REGULATIONS AND FLIGHT CLUB RULES, AND REQUIREMENTS AND THE ODFA AIRCRAFT OPERATING PROCEDURES. IN CONSIDERATION OF THE FLYING PRIVILEGE, I PERSONALLY AND ON BEHALF OF MY EXECUTORS, HEIRS, ADMINSTRATORS AND ASSIGNEES DO HERBY AGREE, CONVENANT AND UNDERTAKE TO INDEMNIFY AND SAVE HARMLESS THE OLDS-DIDSBURY 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: \_\_\_\_\_

Date: \_\_\_\_\_