

GENERAL POLICIES FOR APPROVAL OF LONGER TRIPS

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1) General

Club rules specify that any non-training flight booking, except for VFR flights within Canada of 5 hours or less, shall require the specific approval of an Instructor. This document defines the policies for approval of these flights. The pilot should seek approval before booking the aeroplane, not afterwards.

Because of the need for continuity in training, as a general rule extended trips are usually limited to 1 or 2 nights away from Downsview.

It is important to note that in general these flight approvals are on a case-by-case basis, taking many factors into account. An approval to make a booking for a specific flight, for a specific time period, does not imply blanket approval for such a flight at any time.

In general, the "go or no-go" weather decision is left up to the PIC, but an Instructor will usually be available for consultation as required. If it is decided that the weather is not good enough for an approved trip, the PIC should cancel the booking, and get further approval before making a new booking.

2) Extended daytime bookings, exceeding 5 hrs, within Canada

These requests should be granted in most cases, after the Instructor is satisfied about the following aspects :-

- suitability of destination(s) and route
- the planned flight time should normally be at least half of period booked.
(but visits to local fly-ins etc are encouraged, and are an exception)
- pilot has current map(s) and CFS listings
- diversion plans, as appropriate
- flight plan, or itinerary?
- risk of running out of daylight?
- a bottle of oil should be carried, if total planned flight time exceeds 5 hours.
- unless otherwise arranged, it is the responsibility of the PIC to return the aeroplane to Downsview, even if the return flight is delayed due to any reason.

3) Overnight stops - within Canada

The following guidelines apply, in addition to those in Item 2) above.

3.1 General

- Destination should be over 100 nm away.
- Time billed should be a minimum of 3 hrs per full day.
- Should use one or more weekdays if possible
- If return is delayed significantly (eg weather forces extra night away) pilot must phone to arrange for a message to be inserted in booking sheets. Another club member could be called, or as a last resort the Bombardier security staff.
- If only one aeroplane is serviceable, an overnight trip may prevent too many other members from flying.

3.2 Pilot requirements

- Should have at least 2 hours flight time in last 6 months.
- Should have over 10 hours on type.

3.3 Aeroplane requirements

- Time to next inspection should be at least twice the planned air time.
- The club's temporary tiedown set (3 corkscrew anchors + ropes) should be carried, unless definite arrangements for hangarage or tiedowns have been made.

4) Flights to USA

These flights are less likely to be approved, due to the greater potential for various problems. In addition to the guidelines above, pilots need to be familiar with US FAR Part 91.

It is possible, in some circumstances, for US or Canadian customs officers to legally seize and confiscate the aircraft, and it is possible to purchase additional insurance to cover these risks. This extra insurance coverage is not required for our normal operations, and is not part of our standard coverage. If any pilot wishes to fly to the US, it is **ESSENTIAL** that this additional insurance coverage is arranged through the Chairman of the DHESC-FS. The cost of this extra insurance will be the responsibility of the pilot planning the flight. Written proof of this additional insurance must be carried on board the aeroplane.

IT IS ABSOLUTELY FORBIDDEN TO FLY OUR AIRCRAFT TO THE U.S. UNLESS THIS EXTRA INSURANCE COVERAGE IS IN FORCE.

All other cross-border expenses, such as the annual US Customs sticker, and Customs call-out charges, are also the responsibility of the Pilot in Command.