

Rules and Policies

FLIGHT PROCEDURES AND RULES

1. Any flight with more than 3 people in the aircraft will require their weights and any bags to be confirmed by Dispatch on a scale.
2. For any flight greater than 25 NM from CNY3, the PIC will provide Dispatch with their route and arrival/departure times. The PIC will contact Dispatch by phone or email to advise when they have landed with an engine shutdown and when they are ready to depart from an airport other than CNY3
3. All cross-country flights greater than 60 miles from CNY3 require the aircraft to have 40 gallons in the fuel tanks before takeoff, unless approved by the President, Chief Flight Instructor or Assistant Chief Flight Instructor.
4. Flights are required to land with a minimum of 10 gallons of fuel.
5. The PIC will notify Dispatch upon landing at an airport other than CNY3 so there is a record of their arrival.
6. Aircraft are required to be checked-in with at least 20 gallons of gas when the fuel pumps are open.
7. Flights outside of Ontario must be approved by Genesis's President, Chief Flight Instructor or Assistant Chief Flight Instructor at least 7 days in advance of the flight.
8. Touch and Go's are not allowed unless an instructor is in the right seat and acting as PIC.
9. In the event of a bounce on landing, a Go Around is required.
10. An approach that is not stabilized by short final will require a Go Around
11. Grass or gravel airstrips require prior approval from an Instructor, CFI or designate prior to the flight.
12. PIC's are required to be current for the licenses and ratings they are flying under. Dispatch may require the PIC to provide details on their currency from their flight log for the flight planned.
13. If an aircraft is damaged during a flight or on landing, it must be reported to Genesis as soon as possible and must not be used for another flight until approved by Genesis. Renters are not allowed to attempt repairs to damages.
14. Renters are required to complete a Refresher Course with an Instructor annually if they are not enrolled in a Genesis course and flying with an instructor regularly. Renters will be need to meet PPL Flight Test Standards. The Refresher Course will require will include a review of emergency procedures including practice forced approach, stalls and a review of important airspeeds. The course also includes a review of Genesis current flight procedures and rules with a Genesis instructor.

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CURRENCY RULES

The following currency rules are in place at Genesis Flight College for all rental aircraft and are in addition to the Transport Canada currency rules. Any exemptions must be authorized by the Chief Flight Instructor or President.

IN ALL CASES, you must have flown in a Genesis aircraft of the type to be booked within the required Currency Requirement in order to be current on that type. A Circuit Check or a Complete Checkout flight must be completed based on last flight date and signed off by an instructor before renting any aircraft for a flight if not current.

Currency Requirement

Renters and Students with a Private Pilot License

- A pilot is current if they have flown a Genesis aircraft of the type booked for at least .3 hours in Air Time (as tracked by the G1000) in the previous 30 days
- If a pilot is not current and has not flown a Genesis aircraft of the type booked in the past 60 days, they are required to complete the Refresher Course with a Genesis instructor.
- If it has been more than 30 days and less than 60 days since the last flight in a Genesis's aircraft of the type booked, a Circuit Check is required with a Genesis Instructor.
- A 30 day currency of at least .3 hours of Night Air Time in a Genesis aircraft of the type booked is required for night flights, regardless of day currency
- Instrument and Night rated renters and students may be required to show to Dispatch they are current based on Transport Canada requirements before an aircraft is dispatched.

Student Pilot Permit Holders

- A student is current if they have flown a Genesis aircraft of the type booked for at least .3 hours in Air Time in the previous 15 days
- If a student is not current but has flown in a Genesis aircraft of the type booked in the past 30 days, a Circuit Check is required with an Instructor.
- If a student is not current and has not flown a Genesis aircraft type of the type booked in the past 30 days, a Checkout Flight is required with a Genesis instructor. The instructor will determine if the student is current or requires further refresher training to meet solo standards.

Authorization of all flights are at the discretion of the instructor on duty when considering other variables (eg. wind conditions). Duration of Circuit Check and Complete Checkout flights are at the discretion of the instructor.

Circuit Check Flight – will include a flight in the circuit to review takeoff and landing procedures with a Genesis instructor.

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WEATHER MINIMA AND LIMITS

The Chief Flight Instructor or delegate may modify weather minima on a case-by-case basis.

Solo Circuit Student Flying:

- Visibility :5 miles
- Cloud Base: 1500' AGL
- Wind: Less than 20 KTS
- Cross Wind: Less than 10 KTS
- No significant precipitation

Solo Practice Area Student Flying:

- Visibility: 6 miles
- Cloud Base: 2000' AGL
- Wind: Less than 20 KTS
- Cross Wind :Less than 10 KTS
- No significant precipitation

Dual Cross Country:

- Visibility: 6 Miles
- Cloud Base: 2000' AGL
- Temperature: Above -20° , Below +30°C

Solo Cross Country:

- Visibility: 6 Miles
- Cloud Base: 3000' AGL,
- Wind: Less than 20 KTS,
- Cross Wind: Less than 10 KTS
- Temperature: Above -20° C, Below+30°C
- Improving or stable conditions
- No significant precipitation

Solo Flights Night Limitations:

- In order for solo flights to be released there must be enough time before sunset for the planned flight to be completed twice. E.g. Flight is to take 1.5 hrs, Sunset is 6pm local. Flight cannot be dispatched later than 3pm.

IFR Training Flights:

- IFR Training flights must comply with all IFR legal requirements CARs 602 Dev 7
- Genesis IFR WX minima is 500 Ft AGL Ceiling, 2 miles Visibility

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- The forecast must be for the expected flight time of IFR training trip and the arrival time back to CNY3 plus another 3 hours past that point.
- Pilots are not permitted to fly in known icing conditions or thunderstorms

Day-to-day weather decisions concerning the suitability for the circuit, practice area, IFR flights, or cross-country flying will be made by the Chief Flight Instructor or his delegate.