

RENTAL AGREEMENT

1. The Pilot in Command(PIC) shall be responsible at all times for the aircraft, aircraft logs, documents, and keys.
2. Since this is a wet lease the Pilot in Command will be reimbursed at the Brampton Flight Centre(BFC) current cost per litre for fuel used.(see front desk for current rate)
3. When the aircraft is booked for more than 4hrs (extended rental) a billing minimum of half of the booked hours is required (maximum 6hrs per 24hrs), extended rentals must be authorized by the Chief Flight Instructor(CFI) or delegate.
4. When booking an aircraft, remember that long VFR cross-countries will most always include periods of poor weather. Your flight planning should include any delays anticipated.
5. Reservations must be cancelled within the club's specified cancellation policy, if this is not done a No Show fee will be applied. The only exceptions will be due to poor weather or at the discretion of the CFI or delegate.
6. The Pilot in Command is responsible for ensuring the rental aircraft is tied-down, control locks are in, doors closed, plugged in, and cowl covered (if applicable) when leaving the aircraft. This applies at CNC3 or any other airport.
7. The Pilot in Command is responsible for returning the aircraft to its base at CNC3. If for some reason the Pilot in Command is unable to do so they will be billed for the repositioning of the aircraft back to CNC3.
8. Any service work required to maintain the airworthiness of the aircraft must be authorized in advance, by DoM or delegate, of the work commencing. The Pilot in Command will be responsible for any costs of repairs exceeding the Brampton normal shop rates. This shall include transportation of parts or components.
9. In case of a change of itinerary or delay, notification to the Brampton Flying Club (Duty Manager) must be given as soon as possible.
10. The Pilot in Command is responsible for all expenses incurred during the rental. (Landing fees, storage, boost or hot start, de-ice, etc.)
11. Only the pilot to whom the aircraft was rented may act as Pilot in Command, and further the Pilot in Command will be responsible for determining suitability of route, enroute stops and destination.
12. The Pilot in Command shall ensure, prior to operating the rented aircraft that the aircraft is airworthy, as per the Canadian Aviation Regulations, and that all necessary documents including his/her own pilot's licence/student permit and valid medical are on board for each flight.
13. The Pilot in Command shall ensure that there is sufficient fuel and oil on board the aircraft, the weather conditions are adequate and forecast to remain adequate for each intended flight, and that a flight plan, itinerary, or flight notification has been filed if applicable.
14. The Pilot in Command shall operate the aircraft in accordance with the Aircraft Flight Manual and Weight and Balance specifications for retail aircraft.
15. The Pilot in Command shall only operate the rented aircraft into and out of Certified Aerodromes. Approval from the CFI or delegate is required when operating into grass or gravel runways.
16. The Pilot in Command shall ensure that his/her currency and knowledge is adequate to allow for safe operation of each flight. Such currency on each type of aircraft rented shall be as indicated in the Company Operations Manual.
17. The Pilot in Command shall pay, upon demand, the amount required to satisfy the insurance deductible, in the event that the rented aircraft he/she is operating is involved in an aircraft accident or incident.
18. The Pilot in Command shall not have had an aviation accident or incident in the last 3years. In the case of a Pilot in Command who has had an aviation accident or incident in the previous 3 years; CFI or delegate authorization is required.

CLUB FLYING & REGULATIONS

1. All flying shall be conducted in accordance with the CARs, as amended by Transport Canada. Flying operations shall comply with the conditions of the Air Transport Commission and Ministry of Transport Operating Certificates issued and in force.
2. Aircraft will be available only to associates/members in good standing (*Paid associate/membership and account*).
3. All Solo or Rental flying in club aircraft must be authorized by the Duty Manager. No aerobatics may be carried out in club aircraft.
4. All Flight Training flights will receive a pre/post flight briefing and the pre flight briefing will be recorded in the students PTR.
5. In order for a Student to fly solo they must maintain a 15 day currency. Specific exercises require a 30 day currency.
6. No solo or rental Touch and Go's or Stop and Go's are allowed in BFC flight school airplanes with the exception that licenced pilot rental flights may conduct touch and goes at an Airport on a runway with a length of 4,000ft or greater. No Touch and Go's are permitted in any of the retractable gear aircraft with the exception of Flight Tests and at an Airport on a runway with a length of 4,000ft or greater.
7. All cross country flights and landings at other airports by solo students must be authorized by the Chief Flight Instructor or delegate. Students must call the DM at all stops.
8. All Rental and Solo flights over 25nm from CNC3 require that a flight plan is filed with Flight Service Specialist. Dual flights over 25nm must have an itinerary with the Dispatcher/Duty Manager.
9. No flights will be conducted with BFC Instructors or aircraft unless there is someone on duty to conduct flight following.
10. In case of an emergency, forced landing, or unauthorized landing away from home base, the Pilot in Command shall as soon as possible, after dealing with any emergency, contact the club, giving all particulars of the cause of the landing and its location AND SHALL NOT ATTEMPT TO TAKE OFF AGAIN WITHOUT THE PERMISSION OF THE CHIEF FLIGHT INSTRUCTOR OR DELEGATE.
11. Safety harness or seat belts must be properly fitted and secure at all times while club aircraft are in motion on the ground or in the air.
12. All passengers must receive a briefing prior to departure of the flight. This brief must contain at least the following information: Emergency exits and their operation, emergency equipment onboard (Fire extinguisher, First Aid kit, survival kit if applicable), ELT location and operation, Non-smoking requirements.
13. No Pilot in Command shall be permitted to fly a club aircraft while under the influence of intoxicating liquor, drugs or other medication capable of impairing their ability, nor shall the Pilot in Command be permitted to carry in a club aircraft, a passenger who is under similar influence.
14. Renters/students of BFC aircraft are subject to a 12hr flight duty day. This means if a flight was commenced at 08:00 the renter must be on the ground at 20:00 that same day.
15. Never attempt to swing aircraft propellers (start aircraft by turning prop). Only an Aircraft Maintenance Engineer (AME) is permitted to move a prop by hand.
16. Pilots must report unserviceability, high risk events, hazards, incidents or accidents to the Chief Flight Instructor or delegate and/or Company Aviation Safety Officer as soon as possible.
17. SOLO LOW FLYING IS PROHIBITED. All solo flights must be carried out at an altitude of at least 1,000ft above the ground except when taking off or landing. If a pilot encounters bad weather, safety will be the deciding factor in selecting an altitude at which to fly. IF THIS IS BELOW 1,000' AGL THE PILOT MUST REPORT THIS IMMEDIATELY AFTER LANDING.
18. The Chief Flight Instructor or delegate has the authority to check the flying ability of any licenced club associate/member wishing to fly club aircraft, and such checks may include a request that the associate/member pilot demonstrate their ability to competently handle the club aircraft under existing conditions.
19. All taxiing will be done slowly and with due regard to safety. Aircraft must always be stopped at a safe distance from hangars or building and an aircraft engine(s) must never be started or run in a hangar.
20. All aircraft engine(s) must be stopped before passengers' board or exit from an aircraft.
21. All flights must carry 60 minutes fuel reserve except, as specifically authorized by CFI or delegate. Student pilots are restricted to flights within our designated practice area, bounded by Bellwood Lake, Luther Marsh, Shelburne and the Town of Orangeville unless authorized by the CFI or delegate.
22. Prior to each flight, the Pilot in Command must review the appropriate aircraft journey log for defects. Aircraft defects are to be reported to the Dispatch Desk and entered directly into the aircraft journey logbook. A red card will then be placed in the aircraft dispatch slot and the aircraft will be grounded until repaired or deferred.
23. The Pilot in Command shall as per CAR 602.71/72, before commencing a flight, be familiar with the available information and available weather information that is appropriate to the intended flight.
24. No flight shall commence unless the aircraft is clear of any ice, snow, frost, and any other contaminate on its critical surfaces.
25. When not in use all aircraft must be chocked or tied down, as conditions require.
26. To rent aircraft, the Pilot in Command must be current on club aircraft or have a check flight with a Brampton Flying Club employed instructor. Refer to Ops Manual Appendix for currency requirements chart and check on type requirements.
27. If a transaction is made with a balance remaining, the Brampton Flying Club is authorized to debit the associates/members credit card on account.
28. Brampton Flying Club is a private airport, and freelance instruction of any form is PROHIBITED.
29. No commercial aeronautical operation, commercial operation of any kind or any type of operation or activity shall be conducted at the airport unless specifically authorized and under such terms and conditions as may be prescribed by the airport operation. For the purpose of this regulation the rental of privately registered aircraft for remuneration shall be construed to be a commercial aeronautical operation.