



## **Member Pilot Policy**

### **Aircraft Cost Sharing Policy**

1. All flying shall be conducted in accordance with the Canadian Aviation Regulations, as amended and with the information Circulars issued from time to time by Transport Canada.
2. All dual and solo flying must be authorized by Pegasus Group Aviation or his delegate and acknowledged by the pilot.
3. No unauthorized aerobatics may be carried out in the aircraft.
4. All solo flying by insured pilots must be carried out within the specified radius of the airport unless authorized by Pegasus Group Aviation or his delegate.
5. Pegasus Group Aviation or his delegate must specifically authorize all cross-country flights and all landings at any airport other than the home airport.
6. In case of an emergency or unauthorized landing away from home base, the Pilot-In-Command shall immediately contact Pegasus Group Aviation. Giving all the particulars of the cause for the landing and its location, and shall not attempt to take off again without permission of Pegasus Group Aviation.
7. It is the Pilot-In-Command's own responsibility to keep the medical up to date and ensure that other currency requirements have been met.
8. It is the Pilot-In-Command's responsibility to see that loose articles are removed from or secured in the aircraft, that fuel and oil are sufficient for the intended flight, and that required safety reserve is aboard before take off.
9. Safety harness or seat belts must be properly fitted and secured at all times while the aircraft is in motion on the ground or in the air.

10. NO PILOT will be permitted to fly an aircraft while under the influence of intoxicating liquor, drugs or other medication capable of impairing the pilot's ability, nor shall the pilot be permitted to carry in a passenger who is under similar influence.
11. Only competent persons authorized by Pegasus Group Aviation may attempt to swing aircraft propellers.
12. Low flying while PIC is prohibited. ALL solo flight must be carried out at an altitude of at least 1000' about 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 and if it's below 1000'. The pilot must report this immediately after landing.
13. Pegasus Group Aviation has the authority to check the flying ability of any licenced pilot wishing to fly the aircraft, and such may include a request that the Pilot-In-Command demonstrate his ability to competently handle the aircraft under existing conditions.
14. Practice of forced landing may only be carried out while obtaining dual with a multi-engine instructor and then, only in specified practice areas and with the authorization of Pegasus Group Aviation or his delegate.
15. All taxiing will be done slowly and with due regard to safety. Aircraft must be stopped at a safe distance from hangars or buildings and aircraft engines must never be started in the hangars.
16. All flying charges incurred are on a prepaid basis unless previous arrangements have been made. Any unused credit will be refunded to the Pilot-In-Command.
17. Any breach of the above regulations or rules resulting in damage to the aircraft or property will make the individual fully liable for all cost incurred.
18. All aircraft are fully insured. There is a deductible in the event of an accident; the Pilot-In-Command is responsible for this deductible (See Certificate of Insurance page). Should the accident be a result of a mechanical problem, which is not the fault of the pilot, the pilot will not be responsible for the deductible.
19. The Pilot-In-Command is responsible for all damage cause to the aircraft not a result of mechanical failure. A walk around should be completed prior to each flight and any damage reported to the Operations Manager.
20. Each pilot shall make sure that he or she is dressed properly for the season. This applies to passengers as well. In the winter, a pilot will be refused a flight if he or she does not have the following clothing: a) warm headwear, b) warm winter footwear, c) mittens, and d) warm jacket or parka. Pilots are also encouraged to have available ski pants, jacket, or a snowmobile suit, particularly on cross country flights.

21. Weather minimums: Temperature limits of -28°C and +40°C. Wind limits of 30G35 knots. Crosswind component CANNOT be exceeded and IFR Flights are not permitted without an IPC completed in the aircraft. Engines must be pre-heated at temperatures below 10°C.
22. Foreign Object Damage (FOD). All pilots are asked to be vigilant for any foreign objects on the ramp, taxiway, and runway. If possible remove the object and notify your instructor/chief flight instructor.
23. The Pilot-In-Command must have a minimum of 45 minutes of fuel reserve for all flights. Visual checking of fuel levels is mandatory, and pilots are advised to know the endurance of their tanks based on hourly consumption, rather than relying on fuel gauges.
24. Pilots must report all snags on the aircraft to the Maintenance Manager and enter the defect in the journey log.
25. Upon completion of a flight, the pilot will park the aircraft in the designated parking area. If strong winds are present, or forecasted, the aircraft shall have all gust locks in place while waiting to be parked in the hangar.
26. In the event of an off airport landing, or a forced landing, the Operation Manager shall be notified immediately. No attempt shall be made to move the aircraft, or to resume the flight until the situation has been fully discussed with the Operations Manager, and then only on his advice.
27. Qualified and properly trained people shall do refuelling only. As well, only the Pilot-In-Command shall add oil to an aircraft engine.
28. When moving aircraft on the ground, the proper tow bar shall be used. Caution must be used when non-trained people offer to help in the moving of aircraft. People must be showed where they can and cannot push.
29. Owners of Pegasus Group Aviation are to review the Flight Safety Program on a semi-annual basis. All members must be familiar with the flight safety program.
30. Invoices for aircraft use shall be paid within 7 days by electronic fund transfer unless prior arrangements have been made.

Pilot-In-Command \_\_\_\_\_ Date \_\_\_/\_\_\_/20\_\_\_  
*(member)*

Pegasus Group Aviation \_\_\_\_\_ Date \_\_\_/\_\_\_/20\_\_\_  
*(operations manager)*



### **Pegasus Group Aviation Cancellation**

- *Cancellations with greater than 24 hours notice will be accepted without penalty*
- *Cancellations unless due to weather or aircraft maintenance with less than 24 hours notice will be subject to a \$49 penalty, cancellations with less than 12 hours notice will be subject to a \$99 penalty. Cancellation fees are paid prior to the next booking.*

### **Pegasus Group Aviation Refund Policy**

- *Pre-paid rental fees will be refunded in full within 30 days.*
- *Funds remaining on account after first day of the 30th day of inactivity will be subject to a \$550 maintenance fee and be subject to an addition \$550 fee for each additional 30days of inactivity.*

### **Pegasus Group Aviation Late Payment Policy**

- *Post-paid invoices not paid within 7 days will be subject to a 3.75% penalty*
- *A 5.00% penalty will be applied for each 30days the invoice remains delinquent.*
- *Payments in default greater than 180 days will be subject to a \$250.00 surcharge and sent to collections.*

### **Pegasus Group Aviation Refuelling Policy**

- *Aircraft not returned with the same quantity of fuel unless prior arrangements made will be billed at \$3.00 per litre*

Pilot-In-Command \_\_\_\_\_ Date \_\_\_/\_\_\_/20\_\_\_  
(member)

Pegasus Group Aviation \_\_\_\_\_ Date \_\_\_/\_\_\_/20\_\_\_  
(operations manager)



## Approved Pilots

1. Owners group— Named Pilot Basis—Currently John Cameron Petrick, Chris Cincio, Dominic Girotti.
2. Instructors. Check Pilots-Named basis: Conrad Hatcher, James Dettenbeck, Kevin McMahon, others, Commercial, ME, IFR Pilots with minimum of 1000 Hours Total Time including not less than 500 Hours ME and not less than 10 Hours M&M Approved by Conrad Hatcher.
3. For DUAL Operations only-while accompanied by Pilots in 2) Properly Licensed Private Pilots or Better with a Minimum of 150 Hours Total Time approved by the named insured.
4. For Solo Operations, Any Properly Licensed Private Pilot or Better holding an IFR rating with a Minimum of 200 Hours Total time including not less than 25 Hours Multi Engine Including not less than 10 Hours on Make & Model approved by Instructor/ Check Pilots as per 2) and current on type within previous 30 Days.

Pilot-In-Command \_\_\_\_\_ Date \_\_\_/\_\_\_/20\_\_  
(member)

Pegasus Group Aviation \_\_\_\_\_ Date \_\_\_/\_\_\_/20\_\_  
(operations manager)