

FREEDOM AIR PROGRAM OUTLINE AND WEATHER LIMITATIONS

MINIMUM VFR WEATHER CONDITIONS FOR LOCAL TRAINING FLIGHTS TO THE DESIGNATED JOSEPHBURG PRACTICE AREA FOR UPPER AIR WORK

Student Pilot Flights:

- Cloud Bases 5000' AGL
- Visibility 10 SM
- No Known Icing

Dual Training Flights:

- Cloud Bases 3500' AGL
- Visibility 3 SM
- No Known Icing

ALL UPPER AIR WORK EXERCISE RECOVERIES WILL NOT EXTEND BELOW 2000' AGL

JOSEPHBURG PRACTICE AREA FAMILIARIZATION FLIGHTS

Student Pilots First Solo Flight to Practice Area:

- Sky Clear
- 20 SM Visibility
- 6000' upper winds 20Kts or less

***No flights are permitted into terminal airspace unless the student has had the Class C Airspace training prior to flight, the student is proficient in the training, and the flight is approved by their supervising instructor.**

***No flights are permitted less than 2000' AGL over ELK Island Park**

CIRCUITS AT JOSEPHBURG AIRPORT CFB6

Solo/Dual Training Flights and Aircraft Rentals

Day:

- Cloud bases 1500' AGL
- Visibility 3 SM
- No Known Icing

Night:

- Cloud Bases 3000'
- Visibility 6 SM
- No Known Icing
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MINIMUM VFR WEATHER REQUIREMENTS FOR APPROVED FREEDOM AIR CROSS - COUNTRY ROUTES

Student Pilot Cross-Country Flights

Day:

- Cloud Overcast, Bases forecast no lower than 5000' AGL along route
- Visibility 15 SM
- No Known Icing along route

Solo Cross-Country Night Training Flights

- Clouds Scattered, bases no lower than 5000' AGL along route
- Visibility 15 SM
- No Known Icing

ALL OTHER DUAL TRAINING FLIGHTS AND AIRCRAFT RENTALS

The P.I.C (Pilot in Command) of all other Dual Training Flights and Aircraft Rental Flights will be responsible and shall follow the regulations set out in the CAR's;

Minimum Visual Meteorological Conditions for VFR Flight in Uncontrolled Airspace

602.115 No person shall operate an aircraft in VFR flight within uncontrolled airspace unless

- (a) the aircraft is operated with visual reference to the surface;
- (b) where the aircraft is operated at or above 1,000 feet AGL
 - (i) during the day, flight visibility is not less than one mile,
 - (ii) during the night, flight visibility is not less than three miles, and
 - (iii) in either case, the distance of the aircraft from cloud is not less than 500 feet vertically and 2,000 feet horizontally;
- (c) where the aircraft is not a helicopter and is operated at less than 1,000 feet AGL
 - (i) during the day, flight visibility is not less than two miles, except if otherwise authorized in an air operator certificate or a private operator certificate,
 - (ii) during the night, flight visibility is not less than three miles, and
 - (iii) in either case, the aircraft is operated clear of cloud

Minimum Visual Meteorological Conditions for VFR Flight in Controlled Airspace

602.114 No person shall operate an aircraft in VFR flight within controlled airspace unless

- (a) the aircraft is operated with visual reference to the surface;
- (b) flight visibility is not less than three miles;
- (c) the distance of the aircraft from cloud is not less than 500 feet vertically and one mile horizontally; and
- (d) where the aircraft is operated within a control zone,
 - (i) when reported, ground visibility is not less than three miles, and
 - (ii) except when taking off or landing, the distance of the aircraft from the surface is not less than 500 feet.

MAXIMUM ALLOWABLE CROSS-WIND CONDITIONS FOR

TAKE-OFF AND LANDING

If gust factor exists in the current forecast;
Gust factor = max allowable x-wind component

Solo Student Pilot Training Flights

- Maximum Cross Wind Component 6Kts or; at the discretion of the students supervising instructor **AND** C.F.I or assistant C.F.I
- Never to exceed the Manufacturers Maximum Recommended X-Wind Component for the Aircraft flown

*If the surface winds are stronger than forecast along a cross-country route and exceed the Manufacturers Maximum Recommended X-wind component of the aircraft, the student will not land or; if already on the ground they will not depart until the surface winds calm below the maximum recommended x-wind component or until other arrangements are made through the C.F.I to pick up the aircraft.

Dual Training Flights Including Instructor Rating

Never to exceed the Aircraft Manufacturers Maximum Recommended Crosswind Component.
Or at the CFI/Instructors discretion

TEMPERATURE LIMITATIONS FOR TRAINING OPERATIONS

For all Dual Training Flights Including Instructor Rating;
+35C / -25C

A Flap and power assisted approach will be conducted for all landings under -10C
Night Solo Training Flights are not permitted in Temperatures Below -20C

Engine Warming is Mandatory for Forced Landing Exercises in all Temperatures

MINIMUM FUEL RESERVES

Solo Training Flights

All Solo Student Pilot training flights will return to their destination with a **1 Hour Fuel Reserve**

All Other Dual Training Flights Including the Instructor Rating and Aircraft Rentals Will Follow the CAR's;

602.88 (1) This section does not apply in respect of any glider, balloon or ultra-light aeroplane.

(2) No pilot-in-command of an aircraft shall commence a flight or, during flight, change the destination aerodrome set out in the flight plan or flight itinerary, unless the aircraft carries sufficient fuel to ensure compliance with subsections (3) to (5).

(3) An aircraft operated in VFR flight shall carry an amount of fuel that is sufficient to allow the aircraft

(a) in the case of an aircraft other than a helicopter,

(i) when operated during the **day**, to fly to the destination aerodrome and then to fly for a period of **30 minutes** at normal cruising speed, or

(ii) when operated at **night**, to fly to the destination aerodrome and then to fly for a period of **45 minutes** at normal cruising speed

NORTH SASKATCHEWAN RIVER JOSEPHBURG PRACTICE AREA

- All Air Exercise Training Flights for Freedom Air Services will be conducted in the Josephburg Practice Area as outlined
- All flights to and from CFB6 to the Josephburg practice area will be flown below Terminal Control Area unless approved by the supervising Instructor
- All Flights Enroute to and from the Josephburg Practice Area will remain clear of any Advisory Airspace in the area
- When runway 26 is active, all Training Flights will depart straight out to circuit height (3100' ASL), then proceed with a left turn out for an overhead departure at 4500' ASL, then climb to 5500' ASL North-East for the practice area when weather and traffic permits.
- For all Flights Departing to the Josephburg Practice Area when Runway 08 is active, a left turn out at 3100'ASL and Climb to 5500'ASL
- All Flights Returning from the Josephburg Practice Area will return at 4500' and descend accordingly to enter CFB6 Airspace and join the circuit pattern
- All students and members will be familiarized with Instrument approaches at CFB6
- All training flights to the Josephburg Practice Area will be required to monitor and make position reports on 126.7
- CFB6 ATF 123.5 and Chipman ATF 123.40 will be monitored at the practice area as well

CFB6 Training area Coordinates

NW Corner: N54 03 25.28/W112 46 40.44

NE Corner: N54 03 17.62/W112 28 48.91

SE Corner: N53 53 25.08/W112 28 48.79

SW Corner: N53 53 26.62/W112 46 39.34

Practice Area Altitudes

No Operations Above 8000' ASL

No Limited Days or Hours

Map Section Outline Attached



REPORTING OF DEFECTS AND UNSERVICABILITIES

If Any Aircraft or Aeronautical Product is deemed Unserviceable prior to flight, the Aircraft will be grounded and the defect will be reported to the Person Responsible for Maintenance (PRM) before any entries are made in the Aircraft Journey Log.

Once approved by the PRM that a defect can be deferred to return the aircraft to service, the supervising Flight Instructor for that flight or the PRM may defer the aeronautical product as set out in the Freedom Air Services Maintenance Control Manual;

Freedom Air Services & Training Maintenance Control Manual

Section 6.1

DEFECT RECTIFICATION AND DEFERRAL

Defects discovered by the flight crew shall be entered into the Journey log prior to next flight, followed by their signature, and licence number. Rectification of defects as defined as elementary tasks may be performed by the flight crew, provided they have had the elementary task training and authorized to do so. An entry shall be made in the Journey Log, describing the action taken. The entry will include the authorized person's name and licence number.

Defects discovered by the contracted AMO will be rectified or deferred. Rectified defects shall be entered into the technical records. Deferred defects will be entered into the Journey Log.

All defects which are deferred shall be clearly identified and signed in the Journey log with the person's name signature and licence number. The deferred defect will also be transferred to a deferred defect tracking sheet found in the front of the Journey Log. Any outstanding defects listed on the deferred defect sheet will be transferred to the new journey log in the event that the log book is filled.

***The Defect Deferral Tracking Sheet will be checked prior to every flight by*
the Student and/or Pilot in Command. They will ensure that any deferred
defects have been rectified and signed off by the AMO by the specified
date, or are scheduled to be rectified**

SECURING OF AIRCRAFT WHEN NOT IN USE

Once a complete shut-down checklist has been completed, all aircraft will be immediately moved off of the taxiway to the designated parking spot.

The Aircraft Control Lock will be installed and both main wheels will be chocked in between bookings.

When the aircraft is not in use the Control Lock will be installed, both main wheels will be chocked, and the aircraft will be secured with a three-point tie down.

Procedures in the Event of an Unscheduled or Forced Landing

Unscheduled landing

- the PIC will contact the nearest Flight service Station and amend Flight Plan as necessary
- the PIC will contact Freedom Air Services immediately after landing @ 1-780-922-1212
- the aircraft will not return to flight until the situation is reviewed by the CFI and the PRM if it is a maintenance issue
- if the aircraft is non-airworthy the maintenance will be completed and released before returning the aircraft to flight
- if the un-servicability allows a Special Flight Authority, the PRM will arrange for a Ferry Permit and the aircraft will be flown back to the Approved Maintenance Organization for Freedom Air Services & Training Ltd.

Forced Landing

- in the event of a Forced Landing the PIC shall follow the Emergency Procedure set out in the Pilots Operating Handbook for the aircraft being flown
- if possible, the PIC will contact the nearest Flight Service Centre (866-WXBRIEF) and Freedom Air Services & Training Ltd. (1-780-964-3212)
- unless there is civilization in close proximity, the Pilot in Command and any passengers will remain with the aircraft until search and rescue arrives

All Students shall report to the Supervising Instructor at every stop along Cross-Country Routes

All Freedom Air Flights that exceed 25NM will have a flight plan filed with a 1 Hour Maximum Search and Rescue initiation time indicated