

General Rules concerning the contract of rental and use of CPAQ.AERO's Aircrafts

1. Introduction

These rules of this contract are based on recommendations of Transport Canada, our insurance company, and on industries current practices.

Concerned with the safety of everyone and in order to preserve the quality of our present and future relationships we recommend that everyone concerned understand and conform to the rules prior to sign the Appendix 2 with attending dispatcher.

2. General rules for renting

- 2.1. When possible, the aircraft should be reserved by 2-hour time period. Reservations for more than one day are conditional to the chief instructor approval. Since priority is given to instruction it is preferable to inform us at least 2 to 3 weeks before the planned date of flight. Rules on reservations for more than one day are specified in paragraph 5 of the present rules.
- 2.2. In order to maximize the use of our aircrafts we will keep the right to refuse a reservation of three (3) 2-hour periods if flight time is less than 4 hours. However, these conditions are subjected to discussion after analysis of the situation.
- 2.3. When reserving for a day or more the pilot should make sure to fly at least 5 hours per week. Failure to fly these minimum flight times will result in a fixed non-flying fee, which can be consulted in paragraph 5.
- 2.4. For every flight occurring outside our business hours a deposit should be made before the departure. The amount of the deposit should be proportional to the estimated flight time. The ensuing cost should be paid the following day.
- 2.5. Outside our business hours if a staff member of CPAQ.AERO is required to be in duty a 32\$ per hour fee will be charged. I.E.: A pilot doing a solo flight at night which would need help to park the airplane after the flight. During the winter if a pilot needs deicing help, snow or ice removal, or replacing the wing covers, etc. ...
- 2.6. In case of cancellation for all flight's reservation, the dispatch must be notified at least **36 hours** in advance of the flight departure time. Otherwise the company would account for costs of the pilot on the aircraft and any costs related to the instructor according to the chart below:
Aircraft: 1st omission 30\$ - 2nd omission 40\$ - 3rd omission 50\$
Instructor: 1st omission 30\$ - 2nd omission 40\$ - 3rd omission 50\$
The rule from article 5.1 of the General rules concerning the rental and use of CPAQ.AERO's aircrafts applies for reservations on a day. For half a day, only half of fees will be charged.
- 2.7. We strongly recommend you **be present 15 to 20 minutes before your flight**. If the pilot has to change his flight departure time he should advise the dispatch as soon as possible. Under no circumstances will the flight be moved onto the next time period unless the aircraft and/or the instructor are available. Failure to show for the flight might result in a no-show fee according to the chart in article 2.6.
- 2.8. All flights in Canada and the United States are authorized for a private license holder. All flights conducted in Alaska and the Bahamas are forbidden. For all cross-border flights refer to paragraph 6 of the present rules for more details.
- 2.9. Meteorology is an important factor to take in consideration when planning a flight. Therefore, minimal requirements of CPAQ AERO will be found in the appendix 1 of the present document.
- 2.10. No IMC (Instrument Meteorological Conditions) IFR flights is authorised unless in the company of a qualified instructor and with a properly equipped aircraft. One exception is with the authorisation of the chief flight instructor and the flight should be conducted according to paragraph 7 of the present rules.
- 2.11. Unless the pilot's logbook is filled with a written authorisation, the pilot in command should occupy the left seat.
- 2.12. Under no circumstance should a pilot attempt to start the engine by hand unless the chief instructor has approved it. Actions must be taken in consideration of the CAR 602.10.
- 2.13. When outside temperature is inferior to -5°C, except the Katana +5°C and the DA40 +15°C the engine should be preheated before being started. Moreover, the pilot in command should be informed about offered services at the destination (anticipate possible fees).
- 2.14. For every type of flight considered, the pilot in command should **be in conformity at all time with the Canadian Aviation Regulations (CAR's)** as well as the General rules concerning the rental and use of CPAQ.AERO's aircrafts. The pilot must demonstrate a good sense of responsibility and airmanship. We invite you to use school checklists for each aircraft and also regularly reviewing your AIM and your "From the Ground up".
- 2.15. To accommodate needs in cross-country flights or night flying, CPAQ.AERO rents headsets. A flying kit is provided with the aircraft and will be returned after each flight. Failure to return the flying kit, equipment or loss of material will result in an additional fee.
- 2.16. It is strictly forbidden to smoke on board all company's aircrafts.
- 2.17. Due to the fact that CPAQ.AERO must assume a **1500\$** refund policy per aircraft for any problematic situations, we ask you to subscribe to the insurance-fund (see Appendix 2).
- 2.18. CPAQ.AERO must be informed of any incident or accident occurring before, during or after flight. The aircraft's pilot in command will provide concerned authorities with an explicit and detailed report, along with his/her signature including the names and addresses of witnesses.
- 2.19. If any accident caused damage to anyone's propriety, CPAQ. AERO and the owner must be informed ASAP. The pilot in command will conform himself/herself to the instructions provided by the AIM-GEN 3.0 (TSB). A sheet named **EMERGENCY** indicating people and there phone number is inserted into the case document required on board of all company aircraft.

3. Pilot check for single engine & multi engine

- 3.1. A Check on Type (C.O.T.) flight is mandatory for all first flight at our company and the related cost will be charged to the pilot tenant.
- 3.2. Every pilot checked out at CPAQ.AERO who hasn't flown for at least six months is requested to do a few touch & go with an instructor to have normal and emergency procedure checked out. If the period exceeds one year, the checked will be conducted in the training zone.
- 3.3. It's the pilot's responsibility to have in his/her possession and in validity of state, all documents required for flight.
- 3.4. The flight check conducted by our instructors are registered and certified in the logbook of the pilot.
- 3.5. The flight check procedures will focus on safety, knowledge of aircraft systems, emergency procedures and general skills of the pilot (Ref: CAR's 401.05 and 421.05).
- 3.6. Depending on experience and skill of the pilot a second flight will be required on the initiative of the instructor in charge of the flight check, we must understand that this measure will be applied only in a constant concern for safety and well being for all.
- 3.7. All the rules mentioned above apply to both day VFR, night VFR and/or if IFR.
- 3.8. Considering that to maintain their level of competence and safety to meet the requirements of our insurance company, all pilots, owners of a license and a valid medical must take a flight on a regular basis to exercise their privileges as pilot in command on CPAQ.AERO's aircraft.
 - Pilots with less than: (-) 100 hours of flight time must fly at least once each month.
 - Pilots with more than: (+) 100 hours should fly at least once every 60 days.Pilots checked out on more than one type of aircraft should respect the article 3.2 for each type of aircraft.
- 3.9. In order to keep your personal pilot file updated, we ask you to inform us of all changes concerning your permit, license, medical or other pertinent information.
- 3.10. Pilots wishing to rent the DA40 must have at least over 80 hours total flight and a flight check of at least 3 hours. Those who do their training on a DA20 or equivalent model can integrate the flight check within 3 hours of the required 80h.
- 3.11. Rental of multi engine in solo can be done only on conditions and on a case-by-case analysis with our insurer. Total flight time, total time on aircraft type, frequency of flights, the results from the flight checks and considering the type of flights envisaged, would be the criteria used to determine the possibility of renting the multi engine as pilot in command.

4. Responsibility of the pilot in command

- 4.1. Under no circumstance should a flight occur without being properly planned (CAR's 602.71 & 602.72). When in doubt, instructors are available for you and if you are out of town we recommend that you call one of them.
- 4.2. When planning a flight, you should take weight and balance in consideration. For instance, a Cessna 172 maximum take-off weight is 2300 pounds. Also, 'GPS navigation' only is not recommended, example: the discharge batteries in flight and you do not notice the course and time of arrival. Make sure you have all relevant information before leaving.
- 4.3. All solo flight of a student-pilot will be authorized by an instructor who will supervise the flight. If a solo flight occurs outside our business hours, an additional fee of 32\$ per hour will be charged. A flight plan must also be deposited with the proper authorities.
- 4.4. Every training flight, should be performed in the training area (see Appendix 3). The only exceptions are for navigation flights and diverted route flights.
- 4.5. All student-pilots will not land at any other airport except at St-Hubert airport, unless the student has a written authorization from his/her instructor in his/her pilot training record.
- 4.6. We ask that you respect in absolute terms, the CAR's 602.03 (pilot and crew) and 602.04 (passenger), concerning drugs or alcohol.
- 4.7. Only the pilot renting the aircraft can act as a pilot in command. No one else can take control of the commands unless they have a valid pilot's licence and receive an authorization from the chief instructor.
- 4.8. The pilot renting the aircraft can't use the aircraft to make revenues or for any commercial purposes (CAR's 401.28)
- 4.9. Under no circumstances should the pilot renting the aircraft let a passenger get in or get out of the aircraft while the engine is running.
- 4.10. Any careless or neglecting use of CPAQ.AERO's aircrafts (like a low flight to impress a friend) is strictly forbidden. We suggest that you read AIM-RAC paragraph 5.4(2) about minimum altitudes.
- 4.11. No aerobatic manoeuvres should be executed intentionally whether the pilot is flying solo or with passengers, except if he is training for private or professional license in presence or under supervision of an instructor. In which case the only manoeuvres allowed are stalls, tailspins or spiral dives.
- 4.12. If the cockpit gets soiled or dirty by the pilot or one of his passengers, cleaning costs will be charged to the pilot in command. In everyone's best interest; the pilot should ensure to have enough motion sickness bags for every passenger onboard. The plane should be cleaned after each flight.
- 4.13. The pilot renting the aircraft will signal any problem found on the aircraft during the flight. A detailed report should be filled out to identify all issues (SNAG when necessary). This does not exclude the pilot's obligation to fill out the aircraft logbook (RAC571 appendix C).
- 4.14. At the end of every flight, even if it's at another airport, the pilot will put the steering locking pin, the Pitot tube cover, the wheel chocks, the engine plugs and depending of the season, the sun blocker or the wing cover canvass. The pilot will take all necessary dispositions to keep the plane from moving (with the chocks or/and anchor straps).
- 4.15. In case of engine failure or any other situation needing immediate emergency, landing or forced landing on or outside an airfield, the pilot renting the aircraft should, as soon as possible, communicate with CPAQ.AERO to receive the proper and accurate instructions. The pilot in command is responsible for the safety of the passengers, the airplane and the environment when necessary. The pilot will also follow the procedure described in the Canadian Flight Supplement in the Emergency section.
- 4.16. Any pilot willing to fly outside business hours will make sure, by calling the dispatching service, that the aircraft and all other accommodating options will be available. Moreover, the pilot in command will fill out the tracking sheet clearly showing the route of flight, a passenger list and a flight plan. The proper forms are available at the dispatch. If help from a dispatch is needed outside business hours, an hourly rate of 32\$ will be charged.

5. Flight trips

5.1. Chart concerning non-flying fee for rentals of a day or more.

During the week and Weekend days	
5.0 hours or more	No additional fee
4.0 to 4.9 hours	Additional fee of 95 \$
3.0 to 3.9 hours	Additional fee of 175 \$
2 to 2.9 hours	Additional fee of 245 \$
1 to 1.9 hours	Additional fee of 325 \$

- 5.2. A deposit to the pilot's account is required before his departure; the amount is equivalent to the estimated flight time. In compliance with the paragraph 2.3 of the present rules, a minimum flight time per day of reservation will be required. If for a meteorological reason the pilot cannot comply with the demands, the daily package price could be revised.
- 5.3. All aircrafts to be refuelled elsewhere than at CPAQ.AERO will be rent at the dry rate (empty of gas). The aircraft should be leased with full tanks and refuelled upon return of the aircraft. The amount of fuel added will then be charged.
- 5.4. For flight reservations lasting more than one day, an inspection should be carried by the appropriate personnel and the renting pilot before and after the flight. Any problems will have to be identified and reported before departure.
- 5.5. The pilot renting the aircraft is responsible for all costs that may occur during the flight. Preheating, storage, parking, security of the aircraft, landing fees and all the additional costs including fuel should be assumed by the renting pilot.
- 5.6. If for any reason the aircrafts need to be repaired elsewhere than at St-Hubert airport, the pilot must contact the maintenance personnel (M. Eric Raissac) at CPAQ.AERO to obtain relevant instructions. The pilot renting the aircraft is not authorized to have work performed on the aircraft from his own initiative whether it is minor or major.
- 5.7. It is strictly forbidden to fly over water surfaces further than 10 nautical miles from the shore. In any case article 602.62 of the Canadian Aviation Regulations (CAR's) should be followed.
- 5.8. It is strongly recommended to follow the requirements of CAR's 602.88 concerning the minimal amount of fuel on board. Fuel consumption will vary in a noticeable way depending on aircraft use, the weather conditions, the cargo load and the number of people on board. We recommend that when you use the POH data, you increase by 20% the minimum fuels on board to avoid being catch unprepared.
- 5.9. The pilot should inform the dispatch by any means of communication upon arrival to the stopover or the destination by giving the exact coordinates where he can be reached (Name of the place, Phone number, Address, etc), and take all measures listed in section 4.14 of the present rules.
- 5.10. The pilot in training will be allowed to land other in places than St Hubert only after having practiced with their instructor and authorized by it, a statement shall be included in the pilot training record.
- 5.11. Concerning the 150 Nm cross country for the private pilot license, except in cases of major forces, only the route identified in Appendix 4 has approved by Transports Canada.
- 5.12. According to CAR 602.73, for all day or night navigation flights, a flight plan or flight itinerary must be filed, on this one for all night navigation flights we require a flight plan and a follow up must be done with the dispatcher or chief instructor.

6. Cross-border flights

- 6.1. For all cross-border flights, after signing an agreement with CPAQ.AERO, the pilot should show that he is in possession of all legal documents required and that he is aware of the requirements relative to this type of flight.
- 6.2. These flights will only be approved after examination by the chief flight instructor of a complete flight planning and flight plan. The pilot should have at his disposal all the American legal aeronautical documents.
- 6.3. The pilot should inform the dispatch by any means of communication upon his arrival to his destination by giving the exact coordinates where he can be reached and apply any requirement of the article 4.14 of the present rules.
- 6.4. The pilot renting the aircraft is responsible for all costs that may occur during the flight. Preheating, storage, parking, security of the aircraft, landing fees and all the additional costs including fuel should be assumed by the renting pilot.
- 6.5. If for any reason the aircrafts need repairs in the United States, the pilot should contact CPAQ.AERO to obtain relevant instructions. In no case the pilot renting the aircraft will take the initiative to have work performed on the aircraft whether it is minor or major.
- 6.6. CPAQ.AERO can't be held responsible for any damage, loss or theft to any current or future personal property left inside the aircraft, resulting from the rental of an aircraft.
- 6.7. CPAQ.AERO can't be held responsible for the nature of any object or any material carried aboard the aircraft.
- 6.8. Rules concerning cross-country flights and the use of other runways than those at the St-Hubert airport are applicable for cross-border flights.
- 6.9. Even by subscribing to the insurance fund, the pilot is not cleared of any responsibilities or regulations.

7. The use of any runways other than the ones in St-Hubert

- 7.1. It is strictly forbidden to land on a non-sanctioned runway or which is not regulated by Transport Canada according to the last publication in the CFS, unless for an emergency landing situation.
- 7.2. All runways that are not covered with asphalt or concrete, like in St-Mathias, will not be authorized unless in emergency situations or if you have an authorization from the chief instructor. Pilots who are unfamiliar with this kind of surface will have to do several landings with an instructor before being able to practice solo. The pilot's logbook, by consequence, will be certified.
- 7.3. All landings on runways with a length smaller then 2000 feet are not authorized unless an occurrence of an emergency situation or an authorization of the chief instructor has been granted after a flight check.
- 7.4. The pilot should be sure to have all the necessary equipment to stabilize the aircraft on the ground. The pilot will put the steering locking pin, the Pitot tube cover, the wheel chocks, engine plugs, and depending of the season, the sun blocker or the wing cover canvass. All material can be borrowed from CPAQ.AERO. All losses, deteriorated material or non-returned material will be charged to the pilot renting the aircraft.

8. IFR flight without instructor in IMC

- 8.1. The pilot must demonstrate that he has, if possible, 15 hours IFR experience after obtaining his qualifications, including at least 5 hours in IMC and will be permitted only upon a flight check and with approval of the Chief Instructor or his representative.
- 8.2. For pilots who had never flown at CPAQ.AERO or having made their IFR training in another company, a check ride, if possible in IMC, is mandatory before any IFR flight as pilot in command.
- 8.3. Pilots who have never practiced the IFR after qualification one or more subsequent flights are to be expected following the opinion of the auditor instructor. After consultation with the chief instructor, the instructor auditor will authorize the pilot IFR in captain and as appropriate in VMC or IMC.
- 8.4. The pilot must submit a flight plan in good and due form and ensure it can complete the flight at all times in compliance with the requirements of Article 8.6 to ensure the return to base.
- 8.5. To maintain proficiency, pilots must do within 30 days, an IFR flight including at least one non-precision approach. Otherwise, before embarking on any IFR flight as pilot in command, the pilot must make at least a check flight on an IFR flight plan, if possible in IMC, with a qualified instructor and will certify the flight check.
- 8.6. For minimum weather requirements, see appendix 1 for any flight as pilot in command.

9. Administration

- 9.1. Unless specially authorized by the Administration, all costs for purchasing or using equipment and leasing of aircraft must be paid by cash, by check, by debit card or credit card immediately after each flight.
- 9.2. All invoices or overdue balances should be settled as soon as possible before the next flight.
- 9.3. Administration fees of 2 % are added monthly to all overdue accounts, on an annual basis of 24%.
- 9.4. Administration fees of \$15.00 will be added for checks with non-sufficient funds (N.S.F.).
- 9.5. Theory classes should be paid in full before the second course.
- 9.6. When flight training; ground instruction, briefing and debriefing will be charged at the same time as the flight at the current rate.
- 9.7. In case of an incident or accident when the pilot renting the aircraft is directly or indirectly responsible, he will be requested to pay the amount relative to the agreement in *Appendix 2*.
- 9.8. CPAQ.AERO reserves at all times the right to modify without notice the price of its services, as it will follow the inflation of operating fee.
- 9.9. CPAQ.AERO can't be held responsible for any loss, damage or stealing of individual goods occurring inside an airplane or future loss resulting from the location of an aircraft.
- 9.10. For any deposit made at the customer's account, in case of partial or total reimbursement, administration fees, similar to those charged by financial institutions, will be payable upon reimbursement. In this regard, the refund will be made by check and the delays could go up to 48h.
- 9.11. You can access a discount program for deposits exceeding \$ 5,000, please contact the dispatch for the terms and conditions.
- 9.12. In the event of a breakdown of equipment that would require returning to the airfield, with no other inconvenience than to see his flight interrupted, the tenant will have to defray the cost of the flight like any other flight.
- 9.13. In the event of a break in the equipment that would require the lessee to stop his flight at another airport, the Lessor will do his best to get the tenant, in which case the latter will only have the portion of the flight where he acted captain who will be charged.

10. Various

- 10.1 All rights and remedies of Landlord hereunder are cumulative and not alternative and may be exercised in any sequence or combination.
- 10.2 The tolerance and indulgence the Landlord, in any respect whatsoever do not constitute a waiver of any term or condition that the tenant must complete and to which it applies.
- 10.3 This contract shall be interpreted under the laws of the Province of Quebec but the tenant acknowledges that the provisions in the Civil Code relating to the leasing of things do not apply to this contract or the rights, obligations and remedies of the tenant under present.
- 10.4 If one or more persons are required hereunder, their obligations are joint and several.
- 10.5 Unless expressly provided herein to the contrary, this contract is for the benefit of the parties hereto and their heirs, executors, administrators, successors and assigns, and binds all of the above.
- 10.6 The landlord may decide to terminate this contract without notice for the following reasons:
 - 10.6.1 Failure of the tenant to pay any rent, charge or sum due from it under this contract.
 - 10.6.2 Violation of the terms, covenants and conditions of this contract by the tenant.
 - 10.6.3 If the tenant assigns his property for the benefit of creditors or if proceedings were instituted against him or his property for a declaration of bankruptcy, insolvency or receivership.
 - 10.6.4 Use unreasonable or improper equipment or space of the landlord.
- 10.7 The Tenant acknowledges that all personal information requested by the Company (CPAQ.AERO) is for the sole purpose of meeting the requirements of Transport Canada and the Company's accounting and management requirements and that such information shall in no case be disclosed to any person without his or her consent.

Appendix 1

Weather minima and fuel reserve

In double command no exercises with engine idle by negative temperature**

		Ceiling, visibility and wind	Température
Trainig ab-initio Recreational permit Private pilot license Commercial license Multi engine IFR	Circuit	VFR and IFR minima in controlled airspace or uncontrolled airspace	-9°C approach at higher RPM
	Training zone	According to CAR's 602	-19°C No exercises with engine at idle
	Cross-country	VFR - AIM/RAC fig. 2.8 IFR - AIM/RAC chapter 6	approach at higher RPM

****A minimum vertical decrease in temperature of 2° per 1000' AGL must be anticipated****

In double command no exercises with engine idle by negative temperature**

		Ceiling	Visibility (SM)	Wind	Temperature
Student pilot According to flight instructor recommendations VFR	Circuit	1600'	5	The wind limits are the ones specified by your instructor in your training record.	Not below -10°C
	Training zone	2000'	6		-14°C In approach, maintain about 1400 RPM with 20° flaps or more
	Cross-country		8		No exercises with engine at idle
Private pilot or Professional pilot VFR	Circuit	1200'	3	According to the aircraft limits or more after a check with an instructor.	Not below -9°C
	Training zone	1500'	5		-14°C Exemption following the pilot's experience and advice of the chief instructor
	Cross-country		6		No exercises with engine at idle Approach with higher RPM and flaps
	Night flight	2500'	10		
IFR	Flight training St Hubert, Dorval, Mirabel, St Jean	Precision approach: 500' above the minimum published altitudes (ASL)	1	According to the aircraft limits.	-14°C No exercises with engine at idle Approach with higher RPM and flaps
		Non Precision approach: 500' above the minimum published altitudes (ASL)	1		
	Cross-country	Precision approach: 500' above the minimum published altitudes (ASL)	1		
		Non Precision approach: 700' above the minimum published altitudes (ASL)	1 1/2		

****A minimum vertical decrease in temperature of 2° per 1000' AGL must be anticipated****

✈ Fuel reserve: CAR's 602.88 / See also section 5.8 of the present document

Appendix 1 cont'd

IFR alternate minima in solo

		Plafond Visibility (SM)
IFR	Flight training and cross-country	Several precision approaches 600-1 or 400-½ above the lowest HAT and visibility, the greater of the two.
		One precision approach 800-2 or 500-1 above the lowest HAT and visibility, the greater of the two.
		Non precision approach 1000-2 or 500-1 above the lowest HAT/HAA et visibility, the greater of the two.
		No IFR approach available Weather forecasting should not be less than 1000' above the IFR altitudes and 5 SM Visibility allowing the execution of a VFR approach and landing

- The minimum standard alternate will not apply for rental in solo.
- These minimums are used for airports served by TAF.
- For aerodromes served by TAF ADVISORY, minimums are 800 feet above the lowest HAT / HAA use and visibility 3SM.
- For aerodromes served by GFA, the minimum will be:
 - o No clouds under 1500' above the lowest usable HAT / HAA
 - o No Cumulonimbus
 - o No storms, snow or freezing rain.
 - o 3 SM Visibility

✈ **Fuel reserve: CAR's 602.88 / See also section 5.8 of the present document**

Appendix 2

Acknowledgement of terms of the contract for the rental and use of CPAQ.AERO's equipment and aircraft

I acknowledge by my signature that I have read, understood and accepted the general regulations of this contract for rental and use of aircraft operated by CPAQ.AERO and state I've had no accidents in the last three years:

In witness whereof, I sign _____,

This (month) _____ the (day) _____ of (year) _____

Signature of the leasing pilot

Parent or guardian (if appropriate)

Last name and first name of pilot: _____

Address: _____
(Please print)

Phone numbers: Home: _____ Office: _____ Cell phone: _____

E-mail: _____



Appendix 2

Accepting the responsibilities of the pilot and **insurance fund**

As the aircraft pilot tenant is responsible at all times of the aircraft that has been entrusted, CPAQ.AERO asks you to subscribe to the insurance fund (see paragraph 2.17) as defined below:

****(Check the box corresponding to your choice)*

200\$ per year

or

20\$ per day of flight *(only for a pilot flying under twelve flights a year)*

However, if that due to obvious negligence, causing an incident or accident related to misuse of the aircraft and / or non-compliance with these regulations, CPAQ.AERO reserves, after reviewing circumstances, the right to claim the full amount of the costs relating to damages, up to the deductible and / or prohibit access to his aircraft.

or **Waiver by the tenant**

Incident causing repair costs, for which the tenant is directly responsible, waiver by the latter automatically causes the compensation of repair costs or minimum refund policy (art.2.17) by the tenant.

Declaration of Tenant: I agree, hereby resolve to the Lessor any amount, arising from an incident or accident that I would be responsible and that it will take as a result of such event.

Date: _____ Dispatcher: _____ N° de invoice _____

Name of pilot (in print)

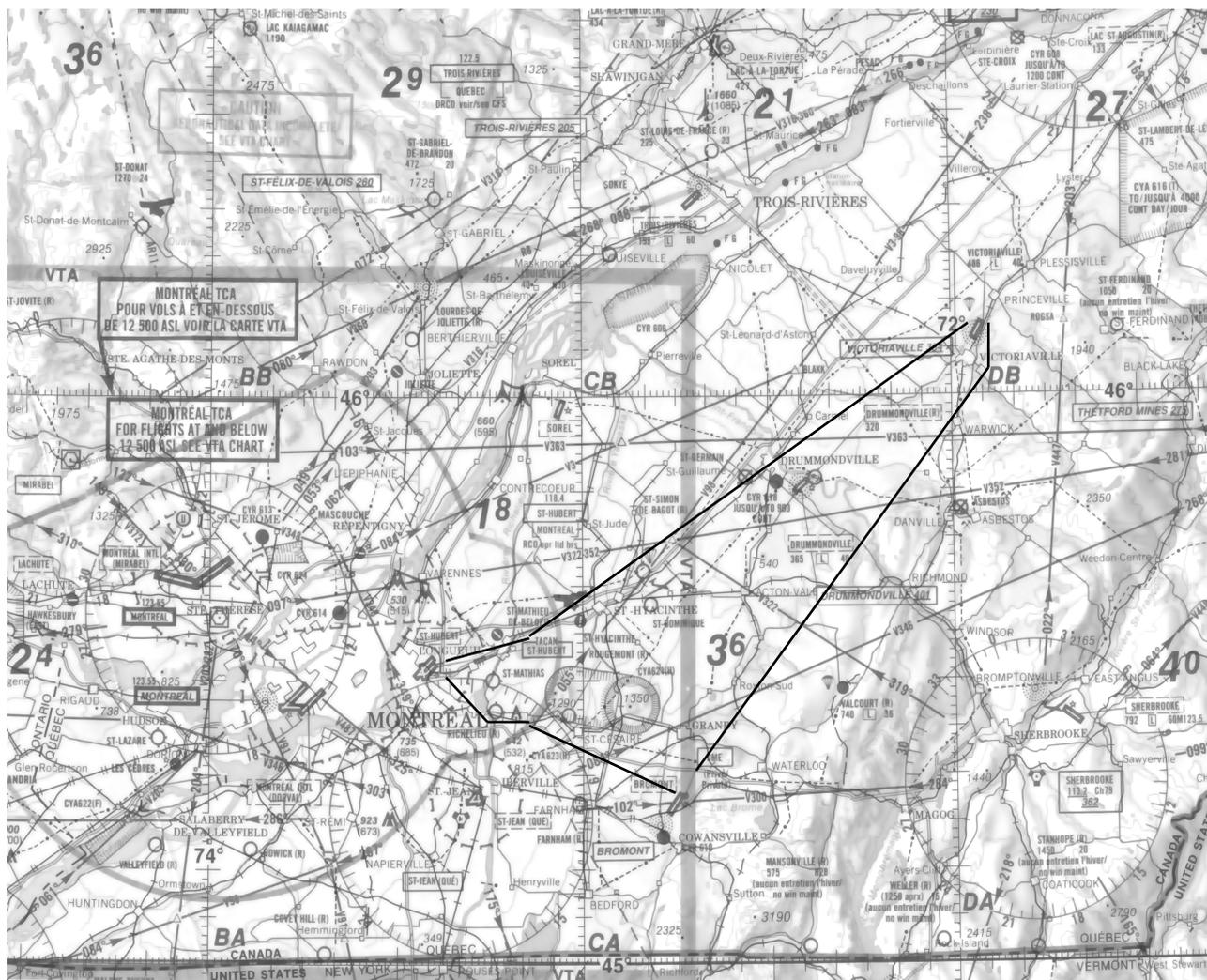
I agree the conditions

Endorsement of pilot

Appendix 3



Appendix 4 150 N.M. NAVIGATION for the private pilot license



St Hubert (CYHU) - Victoriaville (CSR3) – Bromont (CZBM) – St Hubert (CYHU)

Complete stop at every destination:

- Allow approximately 20 minutes:
- Stamp your personal logbook,
- Make the entry in the aircraft logbook,
- Check the amount of fuel and oil.

Estimated flight 3.5 hours all-inclusive, provide for additional time at departure from St-Hubert and at arrival.