



Flight Policies

INTRODUCTION

Effective immediately, the following policies will guide all flights involving Regal aircraft / pilots.

TAKEOFFS

Intersection takeoffs – There will be no intersection takeoffs in Regal aircraft – wheels or floats – either at Lake Hood or elsewhere. Always taxi (step or slow-taxi) to the furthest point of a strip or lake to achieve maximum room for takeoff considering the prevailing conditions.

Step-turn takeoffs – are not authorized (with or without passengers) unless the procedure has been satisfactorily demonstrated to both the Chief Pilot and Director of Operations and a notation has been entered into the pilots' records indicating that the procedure may be conducted. Authorization for such takeoffs will not be considered for first-year Regal pilots.

Turning takeoffs that involve a turn of no greater than 90 degrees from the start of the takeoff to liftoff are exempt from this restriction.

Step-turns after landing – are not authorized unless proficiency has been demonstrated and a similar notation has been made in the pilots' records. Step-turns after landing of no greater than 90 degrees are exempt from this restriction.

In the event of an aborted takeoff due to available takeoff distance / load, the load **must** be reduced prior to attempting another takeoff. This may involve shuttling the load to another, more suitable location, or simply leaving a portion of the load behind.

PAYLOADS

If a customer presents a load that the pilot determines to be excessive for the conditions then the load **must** be reduced. The load may be transferred in multiple loads to another lake or strip where it can be safely flown out. If a customer is unwilling to divide a load, then the entire load is to be left and the aircraft returned to base.

WEATHER MINIMUMS

All pilots – 500' ceiling and 2 miles visibility in uncontrolled airspace.

First-year pilots 800' ceiling and 3 miles visibility. Wind no greater than 20 knots at departure or destination (or nearest available reporting station). This additional restriction does not apply when operating under a Special VFR clearance in and out of Lake Hood airspace.

ROUTE

When a choice of routes exists – with one over mountainous terrain and another over lower terrain or where suitable landing areas might be found, then the mountainous route is to be avoided. For example – McCarthy flights will always be flown along (or close to) the road system and not direct over the mountains. Likewise, longer flights over water (ie: Prince William Sound) will be conducted as close to sheltered landing areas as practical for the prevailing conditions.



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CRUISE ALTITUDES

Except when necessary for takeoff and landing or when prevailing ceilings do not allow higher cruise altitudes the following minimum cruise altitudes will be used:

- When within gliding distance of a suitable landing area (Beach, river, or large lake / inlet as appropriate for the aircraft) – 1,500' AGL
- When not within gliding distance of a beach or river – 2,000' AGL
- Over mountainous terrain – 2,000' AGL
- When flying long-distance the appropriate VFR cruising altitude for the direction of flight – minimum of 3,500' MSL or 4,500' MSL

Notes:

1. These are Minimum required altitudes – in heavy traffic areas a higher altitude should be selected to minimize the potential for traffic conflict.
2. A body of water with whitecaps on it is not considered a suitable landing area for a float-plane and should be treated as mountainous terrain for purposes of selecting a suitable cruising altitude.
3. Tree-covered terrain – regardless of elevation – should be treated as mountainous

VFR OVER THE TOP

VFR flight over a solid cloud layer is not authorized at any time in single-engine aircraft (wheels or floats). Flight over a scattered layer may only be conducted when a VFR descent can be made from the cruise altitude to a suitable landing area in the event of an emergency. This may dictate a significant increase in required cruise altitude and the flight must be planned accordingly.

MULTI-SHIP TRIPS

When multiple aircraft are in company to the same location, if any pilot elects to turn around or divert due to weather then all aircraft in the flight are required to do likewise.

FUEL RESERVES

All Regal pilots are to flight-plan for at least a 45-minute fuel reserve (as opposed to the FAA mandated 30-minute minimum reserve). Extra fuel stops, if needed, will be planned for in advance or chosen in-flight whenever this company minimum fuel reserve cannot be maintained.

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