

# **AIRCRAFT OPERATING REGULATIONS**

## **PILOT REQUIREMENTS**

Operation of club aircraft is limited to members in good standing who have flying membership status as defined in the bylaws and who meet all other requirements as specified herein.

Before operating any club aircraft as pilot in command, flying members must meet all of the following requirements:

1. Flying members must have received, upon joining Brookings Flying Club and within the preceding 12 months, an annual proficiency check from an approved club instructor in the most complex of each category and type club aircraft he/she wishes to fly. An endorsement by the club instructor conducting the check flight shall be entered in the member's log book. Federal Aviation Administration check rides which result in the award of a pilot certificate or rating shall also satisfy the annual proficiency check requirement, provided.
2. Members must meet all applicable Federal Aviation Administration Regulations as pertains to flight competency and currency.
3. Members shall provide the club with current copies of their Pilots Certificate, Medical Certificate, Biennial Flight Review, and/or annual proficiency check endorsement for inclusion in their file.

## **REGULATIONS AND RESTRICTIONS**

1. Any Flying Member in good standing holding a Private Pilot Certificate or better and meeting all other specified requirements may carry non-club members as passengers in club aircraft providing that the club member is acting as pilot-in-command at all times.
2. No member may operate as pilot-in-command from the right seat of any club aircraft unless he/she has received a right seat check flight in category and type from a club approved instructor.
3. No member shall use or operate any club aircraft or other club equipment for hire. However, club approved Certified Flight Instructors may charge a fee for instruction given to club members. No member shall rent or lease any club aircraft or other club equipment to any other person.
4. Members shall use the approved aircraft scheduling system to reserve aircraft.
5. Except in emergencies, only airports shown on current aeronautical charts are authorized for use by club aircraft.
6. No flights outside the borders of the United States are permitted without the written authorization of the Board of Directors.
7. All club aircraft shall be operated under the provisions and limitations of the Federal Aviation Administration Regulations and in compliance with the aircraft manufacturer's flight handbook and owner's manual.

8. The pilot-in-command operating any club aircraft shall be solely responsible for the operation of the aircraft at all times. In the event of an accident, the pilot-in-command shall notify the Board of Directors within twenty four (24) hours.
9. Smoking shall not be permitted in club aircraft at any time.
10. Flight instruction in club aircraft shall be conducted by club approved, Certified Flight Instructors only. A list of approved instructors is available upon request or may be found on the club web site.
11. Club aircraft shall not be used for any illegal purpose.
12. Any violation of Federal Aviation Regulations, club bylaws, or these Aircraft Operating Regulations shall be reported to the Board of Directors as soon as practicable. Members are subject to suspension or revocation of membership at the discretion of the Board of Directors for any such violations.
13. A "No Fly" roster shall be maintained. This roster shall contain the names of club members whose flying privileges have been suspended or revoked as specified in the club bylaws. Members whose Medical Certificate, Aircraft Currency, Biennial Flight Review endorsement, or Annual Proficiency Check have expired, as reflected in club records, shall also be listed on the "No Fly" roster. **Members whose names appear on this roster may not operate any club aircraft.** Written notification shall be sent to any member whose name is added to the "No Fly" roster and names may be removed only by The Board of Directors.
14. The club shall maintain liability and hull coverage insurance on all club aircraft. This insurance coverage shall be in the following minimum amounts:
- |             |                     |                 |
|-------------|---------------------|-----------------|
| LIABILITY:  | \$ 1,000,000.00     | EACH OCCURRENCE |
|             | \$ 100,000.00       | EACH PERSON     |
| HULL:       | AIRCRAFT CASH VALUE |                 |
| DEDUCTIBLE: | \$ 1000.00          | IN MOTION       |
|             | \$ 250.00           | NOT IN MOTION   |

In the event of an accident where a deductible amount applies, the club member acting as pilot-in-command shall be responsible for payment of said deductible. In addition to the club coverage described above, all members are encouraged to evaluate their individual insurance needs and to obtain supplementary coverage as they deem appropriate.

15. Members using club aircraft for any consecutive period of three days or more that includes a Friday, a Saturday and/or a Sunday may be subject to a minimum charge equivalent to three hours rental for each Friday, Saturday, and/or Sunday that he/she has possession of the aircraft. If the member is delayed by weather or other unforeseen emergency, such minimum charge may be evaluated by the Board of Directors.
16. A time sheet shall be maintained in every club aircraft at all times for the purpose of logging aircraft usage. Each member shall be responsible for recording his/her flight time in this log. Members shall note the following information in the log for each flight:

- 1) Date
- 2) Name of pilot-in-command

- 3) Hobbs reading out (rounded up to the nearest tenth)
  - 3) Hobbs reading in (rounded up to the nearest tenth)
  - 5) Hours flown
  - 6) Any aircraft deficiencies noted during flight
17. Any deficiencies relating to aircraft, fuel, fuel farm, or the general airport shall be noted and reported to the Board of Directors as soon as possible.