



AeroFliers

Operating Procedure # 2012 - 01 Pilot Currency and Proficiencies

Effective: 05/12/2012

PURPOSE

Club aircraft are to be operated only by Club Members in good standing and meeting the requirements specified in this operating procedure. The requirements in this operating procedure do not supersede those established in the Federal Aviation Regulations (FARs).

OPERATING PROCEDURE

1. **General.** The Club aircraft shall not be loaned, leased, or otherwise given for use to non-Club members, nor shall they be used for hire, charter or other commercial purposes, air races, participation in air shows, towing gliders, or sport parachuting.
 - a. All members of the Club shall comply with all Federal Aviation Regulations, state, airport and Club rules while operating Club aircraft.
 - b. Each member must ascertain that the airworthiness and registration certificates, appropriate operating limitations, and operator's manual are in the aircraft prior to commencing flight.
 - c. All aircraft operating limitations must be observed. Aerobatic maneuvers are prohibited excepts for those which are permissible under the operating limitations when the aircraft is operated in the utility category.
 - d. Any violation of this policy will result in the offending member being brought before the Board of Trustees for possible disciplinary action.

2. **Insurance Requirements.** It is the responsibility of each individual member to be sure he/she has complied with the Club's insurance policy requirements as well as compliance with FAA requirements to operate the specific aircraft of the Club. Because these insurance requirements change each year, it will be:
 - a. the member is responsible to be aware of the insurance requirements; and
 - b. the Secretary's responsibility to publish the requirements any time they change in the next billing to inform each member of the current requirements; and

- c. the Club's Chief Flight Instructor to keep the other Club CFI's informed of the current insurance requirements.
- 3. Initial Checkouts.** All members, except student pilots who have not yet soloed, must be checked-out in each Club aircraft to be flown and receive an endorsement in their logbook indicating such check-out. The check-out procedure is as approved by the Chief Flight Instructor, and includes but is not limited to:
 - a. Checkout in each Club aircraft, shall at a minimum consist of a brief familiarization flight.
 - b. New members must also complete an "Aircraft Ground Review Checklist" for each Club aircraft to be flown. Satisfactory completion shall consist of as many of the items contained in the "Flight Review Checklist" as the Chief Flight Instructor determines are necessary to ascertain and certify that the member is qualified to safely operate that aircraft.
- 4. Night Checkout.** New members are required to be checked out with a CFI approved by the Board prior to operating any Club aircraft after sunset. The check-out shall consist of items approved by the Chief Flight Instructor.
- 5. Periodic Flight Reviews.** Members who fly club aircraft are required to take Proficiency Flights with a Certified Flight Instructor in accordance with all applicable FARs. Proficiency flights conducted in Club aircraft shall be conducted by a Certified Flight Instructor.
 - a. Members who successfully complete a flight test with an authorized FAA examiner for a pilot certificate, a new rating, or any proficiency check required by FAA regulations shall be deemed to have completed the periodic flight review required by this paragraph, provided the flight test was taken in the most advanced Club aircraft to be flown and the member presents evidence to the Chief Flight Instructor that he/she has successfully completed such a flight test.
 - b. A Certified Flight Instructor may require a proficiency flight review of any member for just cause.
- 6. Student Pilots.** Every solo flight made by a student pilot must be specifically approved by a CFI prior to take-off. This authorization may be given orally.
 - a. Student pilots who have not flown dual for forty-five (45) days shall make their next flight dual.
 - b. A student pilot that has not soloed shall fly Club aircraft only with CFI's that have been by the Chief Flight Instructor.
- 7. Ninety Day Rule.** Pursuant to FAR 61.57, no member may act as Pilot in Command carrying passengers, unless in the proceeding 90 days the

member has logged at least one (1) hour of flight time and made at least three (3) landings.

- a. Members not having logged at least one (1) hour of flight time and made at least three (3) landings in the proceeding ninety (90) days must be approved by a Certified Flight Instructor to act as Pilot in Command of club aircraft. The Certified Flight Instructor's approval may be given orally.

8. Touch and Go Landings. Touch and go landings in complex aircraft are prohibited except in dual operations with a Certified Flight Instructor. It is a preferred procedure to clear the runway prior to activating flap controls (wing/cowl).

REVISION HISTORY

Approved by majority vote of the Board of Trustees:

Version	Date	Signature, President
1.1	05/12/2012	On file
1.2	8/4/2016	On file