

PACIFIC COAST FLYERS

OPERATIONAL RULES

A. Reserving Flying Time

1. A member may have no more than **EIGHT (8)** separate reservations for aircraft at any one time.
- 2.a. No-Shows - If a member fails to arrive for his scheduled reservation time, another member may reschedule and fly the aircraft after at **least 15 minutes** (if a local flight) **one (1) hour** (if a cross-country flight) has elapsed since the start of the previous member's reservation. If a member fails to utilize a reservation and does not cancel, he/she may be charged **ONE THIRD** (1/3) of an hour of flying time for that aircraft.
- 2.b. Late Returns - Members returning more than 1 hour later than scheduled or chronically more than 15 minutes late may be charged a \$10 *Late Return Fee*.
- 2.c. Early Returns - Members returning more than 1 hour earlier than scheduled must immediately adjust the schedule to show their actual return time. Such members who leave their schedule unadjusted may be subject to a \$20 *Early Return Fee*.
- 2.d. No Check Fee - Members must pay for their flight immediately after their flight. Payments received more than 48hrs after the flight are subject to a \$10 *No Check Fee*.
3. Reservations for all aircraft require a descriptive comment including **a) Destination and/or Purpose of flight, b) Name of Instructor, and/or c) Name of Student.**
4. Only flights which have been previously reserved may be conducted. Members conducting a flight without first having made a reservation for such flight are subject to immediate suspension and/or termination.

B. Flying Regulations

1. Smoking, the consumption of meals, snacks, and beverages (other than water) are all prohibited in club aircraft.
2. Only members in "*good standing*" may operate club aircraft. A member is not "*in good standing*" during the period in which that member:
 - a) Has conducted a flight operation for which insufficient payment or no payment has been tendered, or
 - b) Has claimed an expense deduction for which inadequate substantiation or no substantiation has been submitted, or
 - c) Has been advised by any Club officer or Director that his membership is not "*in good standing*" by reason of that member's recent actions, conduct, or situation, determined by that Club Officer or Director to be unsafe, contrary to Club operational rules or Bylaws, or otherwise to be not in the best interest of the Club.
3. **Anyone receiving dual instruction must be a member.**
Flight Instructors do not need to be members if they are providing flight instruction services to a member. Such Flight Instructor however, must meet the minimum qualifications of these operational rules and first be approved by club management.
4. Members shall comply with all applicable Federal Aviation Regulations when operating club aircraft. Club aircraft may only be operated under FAR part 91. Specifically, air charter and

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commercial operations are prohibited in club aircraft.

5. When a member finds it necessary to pay for fuel, oil or maintenance, the cost may be deducted from the cost of the flight time charges for that operation. The sum of the supporting receipts and payments from the member must equal the total flight time charges. Proof of payment (receipts) must be provided in order to receive credit. The maximum per gallon fuel price that will allowed for reimbursement as of 6/1/06 is \$5.25 per Gal.
6. A member on a cross-country flight (beyond 50 nm) shall guarantee minimum flying time of **one (1) hour per day**.
7. Operations in Mexico can only be conducted in aircraft so designated and then only with specific authorization from the owner for each and every trip into Mexico. The member shall comply with all check-out requirements established by the owner. The member shall convert all fuel credits to dollars. The owner is responsible for maintenance expenses incurred in Mexico. The maximum fuel deduction for fuel purchased in Mexico shall be the actual number of gallons purchased times the lesser of: 1) Fuel price at the local home base, or 2) Fuel price paid in Mexico.
8. Flights operations at unpaved runways are prohibited unless special permission is obtained.
9. When a member finds a maintenance problem or discrepancy (squawk), he/ she shall record a complete description on the squawk sheet provided in the aircraft and shall call either the maintenance shop for that aircraft, the owner or the operations officer (in order of preference).
10. It is the duty of any member to ground an aircraft that the member deems un-airworthy. The member shall affix a red grounding tag to the control wheel of the aircraft, note the discrepancy on the squawk sheet and shall call the owner or his maintenance shop. In addition, the appropriate operations officer should also be notified when the member grounds an aircraft.
11. If for any reason (weather, maintenance, accident), a member cannot return an aircraft to its home airport at the scheduled time, the member shall notify the owner and operations officer as soon as possible. The member shall be responsible for the return of said aircraft to its home airport within a reasonable time (B.4 above is waived) and shall pay all costs associated with its return; including the elapsed HOBBS on return.
12. If after engine start, a member is unable to depart in an aircraft due to a maintenance problem, the member does not have to pay for the operation if the aircraft does not get airborne or if the maintenance problem develops immediately after takeoff. The member should log their name and "maintenance" on the operations log. In order to waive the charge, the member must provide an accounting of the problem on the squawk sheet. The maximum amount that may be charged to "maintenance" in such case is .4 hours on the Hobbs meter. The member is responsible for paying for that portion of the flight which exceeds .4 hours.
13. After every flight, the member is required to refuel the aircraft. If not refueled, the member may be asked to pay an additional 0.1 hour.

C. Pilot Proficiency

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A logged CFI satisfactory flight check is required in make and model before member operates that make and model as pilot in command. Before operating as pilot in command of a club aircraft, a member shall also meet the following minimum requirements for that make and model aircraft:

Note: Make = same manufacturer. / Model = same horsepower and same landing gear.

<u>Aircraft</u>	<u>Pilot Cert.</u>	<u>Additional Total Time</u>	<u>Ratings</u>	<u>Retract. Hours</u>	<u>Notes</u>
Cessna 150 / 152	Student	0			
Cessna 170 / 180	Student	0			(3)
Cessna 172	Student	0			(1)
Warrior/Archer	Student	0			(2)
Citabria	Student	0			(3)
Tiger	Private	100	SEL		(3)
Tobago/ C- 182	Private	125	SEL		(3)
Dakota	Private	125	SEL		(3)
Arrow / C-172RG	Private	125	SEL	25	(4)
Cardinal 177RG	Private	125	SEL	25	(3)(4)
Mooney	Private	125	SEL	25	(3)(4)
C-182RG	Private	150	SEL	25	(3)(4)
Duchess/Seminole	Private	150	MEL	25MEL	(3)(5)
Cherokee 6	Private	200	SEL		(3)(6)
Lance	Private	200	SEL	25	(3)(6)

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- (1) A satisfactory check-out in any horsepower Cessna 172 is valid for any other horsepower Cessna 172.
 - (2) A satisfactory check-out in any PA-28 (140-180) horsepower is valid for any other 140-180 horsepower PA28.
 - (3) Requires a special checkout from a Club approved designated checkout instructor.
 - (4) Or 10 hours dual in make and model in lieu of 25 retractable hours requirement.
 - (5) Or 10 hours dual in a Duchess/Seminole and 25 hours retractable in lieu of the 25 hours multi-engine requirement. To receive dual instruction in the Duchess/Seminole, members must have 150 hours total time and 25 hours retractable.
 - (6) 10 hours make and model or 3 hours dual in make and model.

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D. Flight Instructor Qualifications

All flight instruction given in Club aircraft must be from a CFI's who is a club member. Any CFI instructing in Club aircraft must meet the following minimum requirements as established by the insurance carrier:

<u>Aircraft</u>	<u>Hours Total Time</u>	<u>Hours in Make and Model</u>	<u>Hours Retractable</u>	<u>Hours Multiengine</u>
Single-engine Fixed-gear	400	15	N/A	N/A
Single engine Retractable	400	15	50	N/A
Multiengine Rev. July 31, 2006(R-1)	500	15	N/A	100

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