

# Pompano Beach Flying Club

## OPERATIONAL RULES

### 1. Flight Limitations:

- A. Members of the Pompano Beach Flying Club ("Club") shall observe, abide by and obey all applicable Federal Aviation Regulations, and state, local airport and Club rules. Also, members are additionally limited by the following:
  - 1. No member of the Club shall execute any maneuver that is prohibited or restricted according to the aircraft operations manual.
  - 2. The aircraft shall be operated only to and from those landing areas that are shown on sectional charts. Operations from other landing areas will be permitted only upon the prior approval of the Board of Directors.
  - 3. Use of the Club aircraft for commercial purposes is prohibited.
  - 4. Use of the Club aircraft for charitable purposes is prohibited.
  - 5. Smoking or the consumption of alcohol by a member or passengers while operating a Club aircraft is strictly prohibited.

### 2. Pilot Eligibility:

- A. Only a Club member may operate a Club aircraft.
  - 1. An exception to this may be certain maintenance personnel outside of the Club that are insured and provide proof of this insurance to the Club's Maintenance Coordinator.
- B. A Club member shall be Pilot-In-Command ("PIC") of Club aircraft at all times.
  - 1. The PIC shall occupy the left front seat unless approved by the Chief Pilot to fly from the right seat. Only a Club approved member or instructor may fly or instruct from the right seat and be PIC.
  - 2. Authorization to operate a Club aircraft as PIC from other than the normal solo/PIC position will be considered only for members actively engaged in preparation for an Instructor Rating.
  - 3. Authorization (logbook endorsement) will be given only by a Club approved instructor following demonstrated competence in Club aircraft.
  - 4. The PIC status of a member during the scheduled period of use must be indisputable. In this regard, a licensed or unlicensed non-member is not permitted to occupy the left front seat.

(The purpose of Pilot Eligibility Rules is to ensure that the responsibility for a Club aircraft as may be determined by FAR would never be with a non-member)
- C. All Flying Club members must meet the following Club Insurance requirements (*flying in violation of these requirements VOIDS the insurance coverage for the Club as well as the operating pilot*)-
  - 1. Must be a Club member.
  - 2. Have a Private, Commercial, or Airline Transport Pilot Certificate with at least Private Pilot privileges for the Airplane, Single Engine Land category and class rating.
  - 3. Have a current and valid medical certificate (at least Third Class).

## **Pompano Beach Flying Club OPERATIONAL RULES**

4. Have satisfied all recurring training and recent flight experience requirements under 14CFR 61.56 and 61.57 and provide the Chief Pilot with copies of appropriate logbook entries showing 61.56 compliance (flight reviews).
5. Have at least 300 hours of total logged flight time, or, have an Instrument Rating.
6. Have received a checkout from, and written approval of, a Certified Flight Instructor ("CFI") in the same make and model as the insured aircraft. (The CFI must either be the Club's Chief Pilot or a Club CFI approved by the Club's Chief Pilot.)
7. Additional Requirements to fly the Cherokee 6:
  - a. Have at least 200 hours of total logged flight time-
    1. Have at least 5 hours logged pilot time in the same make and model as the insured aircraft if the pilot has 25 hours or more in aircraft with horsepower equal to or greater than 210; or;
    2. Have at least 10 hours logged pilot time in the same make and model as the insured aircraft if the pilot has less than 25 hours logged pilot time in aircraft with horsepower equal to or greater than 210.
  - b. Have at least 3 hours logged pilot time in the same make and model as the insured aircraft in the preceding 180 days, or have taken and passed a currency check-out in the insured aircraft, and written approval from a CFI in the preceding 45 days;

Note: A member may receive dual flight instruction in the insured aircraft from a (Club Member) Certified Flight Instructor to meet these requirements.

- D. Club aircraft may not be flown by members who are on a "NO-FLY" status. No-Fly is defined as those members with accounts that have not been paid by the end of the grace period (the 15<sup>th</sup> plus 7 days, = the 22<sup>nd</sup> of the month) or who do not meet the requirements of section 2C.

### **3. Reservations:**

- A. All flying time shall be scheduled in advance of the proposed flight. All flight reservations shall be made on the on-line ScheduleMaster reservations system or may be adjusted by calling 1-800-414-6114 at ScheduleMaster.
- B. Any member more than 60 minutes late for his/her appointment shall forfeit the remainder of his/her period to any member desiring it. Prior to taking the plane every effort should be made to contact the no-show member. Members must notify the reservation site of any delay or cancellation one hour in advance. Cancellations due to weather at home base or destination are an exception to this rule.
- C. Trips that are seven (7) days or longer in duration and meet the trip guidelines (see D below) must be approved in advance by the President. The member must e-mail an extended trip request to the President and the Maintenance Coordinator a minimum of two weeks prior to the intended trip. The President will notify the member of final approval or denial based on plane maintenance schedules or other issues.
- D. Members are responsible to schedule planes according to the following trip guidelines (exceptions may be made with Board Approval based on trip circumstances) -
  - 1) Any single reservation for seven (7) days or more require that the aircraft, (upon its return) remain available for a like period before the next extended reservation.

## **Pompano Beach Flying Club OPERATIONAL RULES**

- 2) Fourteen (14) consecutive days shall be the maximum single plane reservation. During such a reservation, the remaining aircraft cannot be reserved for more than seven (7) consecutive days.

### **4. Responsibility:**

- A. It is the responsibility of each member to keep his/her account current. Any amounts due are required to be paid by the 15<sup>th</sup> of each calendar month. If a member fails to pay any amounts due by the due date of the 15<sup>th</sup> of each month plus a seven (7) day grace period, the member is automatically placed on a "NO-FLY" status without any notification by the Club.
- B. In all cases, whether local or cross-country, it will be the responsibility of the member using the aircraft to make a pre-flight inspection prior to each flight.
- C. Any member during pre-flight finding an aircraft dirty or with damage is responsible for reporting the dirt or damage and should note this in the aircraft "Squawk Book".
- D. Problems involving safety of flight or airworthiness must be noted in the aircraft "Squawk Book", located in each aircraft and reported to the Maintenance Coordinator or his assistant. A notice or grounding placard should be placed on the yoke if grounding the aircraft is appropriate.
- E. All damage or problems entered in the Squawk Book must also be reported to the Maintenance Coordinator or his assistant by e-mail at member's earliest convenience.
- F. It is the responsibility of the operating pilot to check the last recorded tach time prior to flight. Any missing tach time should be indicated on the tach time ticket. The operating Pilot will be charged for missing tach time unless so noted on the tach time ticket.
- G. After each flight, the member shall leave the aircraft in a clean condition.
- H. After each flight, the member shall conduct a full post-flight check and place the aircraft in its tie-down position unless the next member to fly is on hand to take over.
- I. After each flight, the member is responsible for completing a tach ticket for the completed flight and placing the original copy in the mailbox located adjacent to the plane tie-down.
- J. Each club member shall make his/her logbook available for review by the Board of Directors upon request by a majority vote by the Board.
- K. Each club member shall report to the Board of Directors within 48 hours any aircraft accident or incident, whether in a club or non-club aircraft; or surrender, suspension, or revocation of their pilot or driver's license, or any arrest or charge for operating an aircraft or motor vehicle under the influence of drugs or alcohol.

### **5. Member Fees (See Attachment "A" for Current Fee Rates):**

- A. Members will be charged fees, or receive credits, as prescribed by the Board of Directors for the following-
  1. Tach Time
  2. Monthly Dues
  3. Late Fees
  4. Credits for Fuel and Oil
  5. Credits for Maintenance

## Pompano Beach Flying Club OPERATIONAL RULES

- B. **Tach Time.** Each member will be charged for aircraft time as indicated by the tachometer on each aircraft flown by that member.
- C. **Monthly Dues.** Each member will be charged monthly dues as prescribed by the Board of Directors.
- D. **Late Fees.** Invoices are due by the 15<sup>th</sup> of each month. A grace period of seven (7) days will be given to allow for mail time and other delays. Each member will be charged a late fee for payments of amounts due, including previous amounts outstanding, received by the Treasurer after the 22<sup>nd</sup> of the calendar month.
- E. **Minimum Tach Time.** No minimum tach time is currently being charged for minimum use of the aircraft provided there is an aircraft generally available for use by other members. If any member abuses this privilege and complaints are made by other members, the Board will consider action to be taken. The Board of Directors will consider Minimum Tach Time for an extended trip request.
- F. **Credits for Fuel and Oil.** On cross-country flights all fuel, oil and routine service bills, except airport tolls and hanger fees, paid by the member will be deducted from his/her account after such receipts are presented to the Treasurer. Any maintenance expenses exceeding \$400 must be approved by the Club's Maintenance Coordinator, his assistant, or any Club Officer, if practicable. All receipts must indicate the aircraft number, date, service or fuel/oil itemized and rendering dealer.
- G. **Credits for Maintenance.** All maintenance must be authorized by the Club's Maintenance Coordinator, his assistant or, in their absence, any Club Officer. All authorized maintenance will be credited to the members account (or paid to the member) after receipts are presented to the Treasurer. All receipts must indicate the aircraft number, date, service or fuel/oil itemized and rendering dealer. Exceptions will be made for any emergency repairs as deemed necessary by the Maintenance Coordinator.

### 6. Violations and Expulsions:

- A. **Violation of Rules.** A violation of any of the rules by a member renders him/her liable to expulsion, a temporary flight suspension, a monetary fine, or any combination of the above; as determined by the Board of Directors. Expulsion from the Club will be considered in certain cases upon two-thirds vote of Club members in a "Special Meeting". Expulsion will be considered for repeated late payments of invoices past the due date of the 15 of the month, or for use of a club aircraft by members in a No-fly status.
- B. **Automatic Expulsion.** Certain infractions are considered extreme and are grounds for automatic expulsion without a meeting of the Board of Directors or a vote by the Club. These infractions include-
  - Non-payment of all amounts owed to club which exceed the buy in amount, currently \$1,700.
  - Use of a club aircraft in violation of the Club's insurance requirements.

## **Pompano Beach Flying Club OPERATIONAL RULES**

### **7. Changes and Amendments:**

- A. Changes in, or amendments to these Operational Rules may be effected only by the majority vote of the Board of Directors or by a majority vote of the Club members present at a regular Club meeting.

# Pompano Beach Flying Club OPERATIONAL RULES

## ATTACHMENT "A"

1. Hourly Rate	N47LH & N30877	Piper Archer	\$ 120.00 per hour wet rate based on tachometer time.
	N54476	Cherokee 6-300	\$ 165.00 per hour wet rate based on tachometer time.

Note – Tachometer time is engine time at 2500 RPM.

1a. Fuel purchased by members will be reimbursed at the rate/gallon the club is charged by Sheltair. Submit your fuel receipt with your payment and your next bill will be credited.

2. Monthly Dues        \$140.00

3. Late Fees            10% of amount owed to Club not received by the 22<sup>nd</sup> of the month.

4. New Member Referral Fee.    \$100 awarded to a person (not required to be a member) who refers someone who joins the Club.

5. Membership in Club is limited to 50 active members. An inactive member is defined as a member who has been granted an inactive status under item 7 below. The Club’s membership may be increased based on the number of inactive members.

6. Membership Fee is \$1,700.

An individual is considered a member when he or she has submitted a properly prepared Application which meets membership criteria and has paid the Membership Fee. When a Member withdraws from the Club, the Membership Fee of \$1,700 will be refunded less any outstanding balances.

7. Inactive member status may be granted by the Board of Directors upon request by a member when the member will be out of town or unavailable for approximately 6 months or more and desires to leave his equity in the club. No dues or fees will be charged to an inactive member. An Inactive member may return to active status upon request and will be given priority over other applicants at the time.

**ABOVE RATES ARE SUBJECT TO CHANGE AT THE DISCRETION OF THE BOARD OF DIRECTORS.**