

## RULES & REGULATIONS

### Premier Aviators Group LLC

*Acronyms & Definitions:* The terms listed below shall have the following definitions throughout these Rules & Regulations (RR).

Aircraft:	Aircraft owned or leased by the flying club
By-Laws:	By-Laws of the Flying Club
CFI:	Certified Flight Instructor(s)
CFI-I:	Certified Flight Instructor(s) for Instruments
CRM:	Crew / Cockpit Resource Management
Flat Spotting:	Flattened area of a main tire caused by aggressive braking or skidding during landing rollout- causing thumping, vibration or uneven wear when rolling
Flying Club:	Premier Aviators Group LLC
FOQA:	Flight Operations Quality Assurance
G-1000:	Garmin Avionics Suite
HPE:	High-Performance Endorsement for aircraft with an engine output >200 horsepower
IMC:	Instrument Meteorological Conditions
Majority Vote:	At least 51% of a quorum
Member:	An individual who possesses a membership interest in the flying club.
OCONUS:	Outside Continental United States
Pilot:	An individual airman holding a pilot certificate
PIC:	Pilot In Command
Quorum:	50% of members present in person or by proxy
RR:	Rules & Regulations for operations in the flying club
VMC:	Visual Meteorological Conditions

**Article 1: Membership Requirements**

In order to operate any club aircraft a pilot must be a flying member in good standing. A pilot must be at least eighteen (18) years of age in order to be a member of the flying club, hold at least a Private Pilot license or higher, with an Instrument Rating. In order for a member to operate any aircraft, the member must meet the minimum eligibility requirements set forth in these rules and regulations.

**Article 2: Eligibility Requirements**

In order to operate any club aircraft a member must meet the following minimum requirements:

1. A member must meet the minimum requirements of any insurance policy held by, or for the benefit of, the flying club, including, but not limited to: minimum flight time in make and model, minimum instructional time (or dual time) with an approved club certified flight instructor; and, if required, a check ride with an approved certified flight instructor.
  - a. Members without a High-Performance endorsement (HPE) must fly with a club flight instructor and receive a High-Performance endorsement to be able to fly as PIC in the club's Cessna 182 G-1000 aircraft. Members with a High-Performance endorsement but without G-1000 avionics experience must receive instruction with an approved club certified flight instructor in the Cessna 182 G-1000 aircraft to the satisfactory of the flight instructor to determine proficiency with the avionics before flying own their own as PIC in the club's aircraft.
  - b. To maintain currency, members must log at least one (1.0) hour of Hobbs time as PIC within any ninety (90) days in the club's Cessna 182 G-1000, otherwise a Check ride or one (1) hour dual instruction will be required by an approved certified flight instructor.
  - c. Members are encouraged to attend one safety seminar or equivalent every twelve (12) months.
2. A member must meet the minimum currency and proficiency requirements set forth in the Federal Aviation Regulations applicable to the particular flight.
3. A new member must obtain a Check ride with a club approved certified flight instructor familiar with club aircraft type and glass cockpit.
4. A member must hold a valid medical or Basic Med certificate or an appropriate waiver.
  - a. All members shall be responsible for ensuring their medical is current and properly documented in the scheduling software.
  - b. Any member who flies the club aircraft with an expired medical is subjected to Article 9: Violations.
5. A member must otherwise be in good standing.

The flying club reserves the right to require a member to sufficiently demonstrate knowledge of the aircraft and a proper ability to operate the aircraft as a condition of precedent to continue operating the aircraft.

**Article 3: Operation of the Aircraft**

1. A member shall, at all times, operate the aircraft in accordance with any insurance policy

held by, or for the benefit of, the flying club and pursuant to the Federal Aviation Regulations applicable to the particular flight and not inconsistent with any mandatory, applicable local airport rules and operating procedures.

2. Before operating any aircraft, every member shall perform a preflight inspection in accordance with the pilot's operating handbook and consistent with the guidelines issued by the maintenance officer. If a condition is discovered during the preflight inspection which warrants grounding the aircraft, the member shall make the proper written notation on the approved method supplied by the maintenance officer and shall immediately contact the maintenance officer, or one of their assistants, to report the condition so that the aircraft can be grounded. Additionally, the member shall post a conspicuous written notice on the aircraft advising other members that the aircraft has been grounded. Also, a written squawk should be placed on the appropriate electronic bulletin board in the scheduling system as well as an email to all members. Otherwise, if the condition doesn't warrant grounding of the aircraft, the member shall notify the maintenance officer or one of their assistants as soon as possible after the completion of the flight.
3. An aircraft shall not be started unless a member or certified FAA approved mechanic or flight instructor is at the controls of the aircraft.
4. A member shall, at all times, operate the aircraft within its operating limitations and in accordance with the pilot's operating handbook.
5. Smoking is strictly prohibited in and around any aircraft and hangar.
6. The member will only operate the aircraft to those landing areas which are officially designated as airports with hard runway surfaces.
7. Operating on & off a soft field is strictly prohibited regardless of field surface type.
8. Use of the club aircraft for commercial purposes or for hire is strictly prohibited.
9. Members will plan their flight to land with a minimum of one (1) hour of fuel on board. Members are encouraged to file a flight plan if flying more than fifty (50) miles from their departure point.
10. Members who desire to become certified flight instructor (CFI or CFI-I) cannot operate the aircraft from the right seat unless they have been found to be competent to do so by a club approved certified flight instructor or are receiving dual flight instruction towards their instructor rating.
11. Touch & Go's are strictly prohibited unless accompanied by a club flight instructor and proper CRM is used.
12. Pilots are allowed to perform a Stop & Go provided proper notification is communicated with ATC, at a towered airport, if they have deemed that the runway length and aircraft performance warrants a safe operation; at nontowered airport the Stop & Go does not impede the flow of other traffic or jeopardize the safety of the pilot and the aircraft. Pilots should be cognizant of excessive braking and be mindful of the impact on maintenance costs. Flat spotting of the tires to complete a Stop & Go is not allowed and the operating pilot will be charged for additional wear and tear if the Stop & Go flat spots tires, for the replacement tires. The Board reserves the right to terminate this landing option entirely or for a specific club member if it deems that abuse of the Stop & Go privileges are being taken advantage of at any time.

13. At the completion of every flight each member shall conduct a post flight inspection of the aircraft and shall wash the leading edges of the aircraft, clean the windshield and side windows with water or a solvent approved or supplied by the maintenance officer. Only up and down strokes are to be used while cleaning the windshield. Any discrepancies noted during the post-flight inspection shall be communicated to the maintenance officer or one of their assistants as soon as possible. Each member shall ensure that the aircraft is returned in a clean condition at the completion of every flight. A member who leaves the master switch on is subject to a \$100 fine and/or the expense of restoring the battery whichever is greater.
14. When leaving the aircraft overnight or unattended at an airport that is not the home airport for the aircraft, the pilot member is responsible to ensure the aircraft is properly secured to prevent damage occurring to the aircraft by use of e.g. chocks, gust lock, tie-downs, or hangar. At no time should the aircraft be left unsecured and unattended.
15. Following any Major Maintenance, Avionics System Repair, or Major Alteration, no member of the club can operate the aircraft in Instrument Meteorological Conditions (IMC) day or night until a satisfactory post-maintenance flight has been completed in day Visual Meteorological Conditions (VMC) by a club member.
16. The restriction cited above in 15 does not apply to routine navigation or terrain database updates that do not involve physical maintenance, system repair, or alteration of installed avionics equipment.

#### **Article 4: OCONUS Operations** (Outside Continental United States)

Flights with intent to land outside of the continental United States are strictly prohibited.

#### **Article 5: Scheduling**

Members desiring to use flying club aircraft must reserve the aircraft by using the computerized scheduling system. Members may obtain proper scheduling procedures from the scheduling administrator. The aircraft shall be scheduled in half-hour (1/2hr.) increments. In the event a member is unable to undertake an intended flight, the member shall cancel their flight reservation as soon as possible. Likewise, if the member returns an aircraft more than two (2) hours early, the member shall cancel the remainder of the reservation so that other members may operate the aircraft. In any event, a member who reserves an aircraft for a flight but fails to appear for the flight for at least one (1) hour after the flight was scheduled to begin, loses their reservation to any member who desires to use the aircraft. Members shall make a reasonable effort to return the aircraft no later than the applicable reservation times, given any mechanical difficulties, sickness, or weather situations. In the event a member believes that they will be returning late, the member shall make reasonable efforts to notify the next member who has reserved the aircraft for flight.

#### **Article 6: Documenting Flight Time**

Members shall accurately document their flight time as determined by the Hobbs meter in the aircraft via the logging method approved by the maintenance officer. The flight time shall be rounded to the nearest tenth (.1) of an hour. In the event the Hobbs meter is not functional the member shall multiply the tachometer time by 1.2 to determine Hobbs time. It is each member's

responsibility to confirm that the prior member accurately recorded the flight time via the logging method approved by the maintenance officer. In the event that there is a discrepancy, the member shall note the discrepancy in the logging method, otherwise the member shall be responsible for the discrepancy.

### **Article 7: Fee Schedule**

Members shall pay fees, costs, and expenses as established by majority vote:

1. Club credit cards, stored in the aircraft, should be used for fuel payment when away from home base. If unable to use Club credit cards, members will be reimbursed for fuel with presentation of a receipt or other written proof to the treasurer within thirty (30) days of fuel purchase.
2. Oil expenses should also be placed on the Club credit card. If unable to use the Club credit card, expenses shall be reimbursed upon presentation of a receipt or other written proof to the treasurer within thirty (30) days of oil purchase.
3. Except as indicated above, tie down fees, hangar fees, landing fees, engine preheat fees, US Customs charges, tolls, and any other charges, expenses, or fees incurred at an airport or facility other than the aircraft's home base, is the responsibility of the member incurring the fee. If any questionable items or expenses are presented by a member, the flying club may vote to determine whether the particular expense should be reimbursed to the member upon majority vote as that term is defined in the bylaws.
4. In the event that an emergency aircraft repair is necessary, and the emergency aircraft repair affects the airworthiness of the aircraft, a member has the authority to approve an emergency aircraft repair up to two hundred fifty dollars (\$250), otherwise the member shall obtain authorization from the maintenance officer, or one of the officers of the club, prior to authorizing any repair in excess of two hundred fifty dollars (\$250). In the event the member fails to obtain the proper authorization, the member shall be responsible for the expense to the extent it exceeds two hundred fifty dollars (\$250).

### **Article 8: Flight Operations Quality Assurance (FOQA)**

Safety and Maintenance will routinely download engine data and flight data to assess engine health and trend monitoring of both adherence to flight operating rules and regulations and to determine maintenance actions for preventative and routine engine health. The data shall not be used as punitive and shall be sanitized and used to increase awareness of procedural opportunities to better strive for a safe and successful flight club, to mitigate unforeseen or unscheduled maintenance actions to keep operating costs as low as possible and maintain our aircraft overall value.

### **Article 9: Violations**

Compliance with the Rules and Regulations and By-Laws shall be monitored by the members. In the event of a violation, a witness member shall attempt to resolve the violation with the violating member in an informal conference or discussion, unless the violation is of such a nature which requires notification of an officer, director, or flight instructor. If the violation is repeated, an officer, director, flight instructor shall be notified of said violation. The flying club may take action against a member who violates these Rules and Regulations or the By-Laws in accordance with

the provisions as set forth in the By-Laws.

This version of the Rules and Regulations (RR) supersedes any and all previous versions.

**Acknowledgement of Member**

---

Signature of Member

---

Date

---

Printed Name of Member