



Aero Fliers, Inc.

SOP – Operations Away From KAKR

ARTICLE I. PURPOSE

- A. When landing at fields other than Akron Fulton (AKR) charges may occur. This procedure provides the member awareness of their responsibility for the charges whether planned or related to weather or mechanical problems.

ARTICLE II. OPERATING PROCEDURE

- A. **Charges for Landing Fees, Tie-downs and Storage Fees.** All landing fees, tie-down costs, hanger and storage fees incurred by the member shall be paid by the member responsible for the aircraft and shall not be charged to the Club. It is the responsibility of the pilot to hangar the aircraft in situations of severe weather that could possibly damage the aircraft. Such charges are not reimbursable except as follows:
 - 1. Tie-down and/or hangar costs incurred by the pilot due to the grounding of the aircraft for mechanical reasons, through no fault of the pilot shall be reimbursed.
- B. **Weather.** A pilot shall not be charged for that delay in returning an aircraft to home base, which is entirely attributed to weather conditions, based upon the individual pilot's experience and ratings. The pilot shall, however, make every effort to return the aircraft as soon as acceptable flying conditions exist, and shall be held financially liable for all of the delay subsequent to the moderation of weather conditions, which, in the opinion of the Board, exceeds a reasonable time for such pilot to have returned the aircraft. In the event a Club member elects to leave the aircraft when a weather delay is incurred, the member shall be responsible for returning the aircraft or reimbursing the Club for the costs of returning the aircraft including transportation and billing costs of the ferry pilot, fuel, oil, storage, and tie-downs.
- C. **Mechanical Trouble.** Should it become necessary to repair Club aircraft while away from the home base, the pilot will be reimbursed from the Club for such repairs to a maximum of \$250.00. Where the cost of repairs is estimated to exceed \$250.00, the pilot shall contact a club Officer for authorization. Receipts must be obtained for all repair work.
 - 1. If the pilot or passengers must return to the home base before the aircraft can be restored to an airworthy condition, the pilot and/or passengers must return at their own expense, and the Club will not be responsible for any damages or expenses incurred by the Club member or his/her passengers.



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2. If the pilot must so return, the responsibility for return of the aircraft reverts to the Club and costs for the transportation and billing of a ferry pilot, fuel, storage, and tie-downs shall be paid by the Club, provided that there is no fault of the pilot in causing any damage or repairs to the aircraft.
- D. **Pilot Convenience.** Any transportation, billing, fuel, or other costs incurred by the Club in returning the aircraft shall be charged to the pilot’s account.
 - E. **Ferry Flights.** Flights made for the purpose of ferrying aircraft to or from locations for necessary maintenance shall normally be billed as decided by the Treasurer.
 - F. **Disputed Cases.** In any disputed cases regarding amounts of, or responsibility for, charges, return of aircraft, reimbursements and/or credits, etc., the problem(s) shall be brought to the Board and shall be resolved by the Board within 30 days after bringing the issue to the board.

REVISION HISTORY

Approved by majority vote of the Board of Trustees:

Version	Date	Signature, President
1.0	05/12/2012	On File
2.0	01/10/2023	On File