

# Aero Fliers, Inc.



## SOP Pilot Currency and Proficiencies V 1.3

**Effective: 01/10/2023**

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### 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 and any required supplemental manuals
  - c. All aircraft operating limitations must be observed. Aerobatic maneuvers are prohibited except 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. Flight Reviews.** Members who fly club aircraft are required to meet all applicable FARs. A Certified Flight Instructor may require a flight review of any member for just cause.
- 5. Student Pilots.** Every solo flight made by a student pilot must be specifically approved by the student's endorsing 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 must be endorsed by club CFI to solo club aircraft.
- 6. Touch and Go Landings.** Touch and go landings in complex aircraft are prohibited. It is a preferred procedure to clear the runway and come to a complete stop prior to cleaning up the aircraft (flaps, cowls, lights, etc).

## 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
1.3	01/10/2023	On file