

PENN YAN FLYING CLUB FLIGHT RULES

Effective July 6, 2018

OVERVIEW

All Penn Yan flying club pilot (including student pilots) are expected to adhere to **FAA regulations, PYFC Bylaws and the PYFC Flight Rules**. The PYFC Bylaws contain more information about how the club operates, and the PYFC Flight Rules cover how the club flies.

TSA requires that all applicants provide proof of US citizenship or legal immigrant status. Non-US citizens must follow additional TSA procedures. Proof of citizenship (usually a US Passport or Birth Certificate) should be made available to the CFI, preferably at the first lesson. The CFI will copy the document for PYFC records and return the original.

RULES

1-PILOT RESPONSIBILITY

Every Member is responsible for exercising reasonable and prudent precautions to ensure the safety of all operations, whether or not required by a specific regulation. Members must obey Federal Aviation Regulations ("FARs") at all times. PIC is responsible to determine that airworthiness requirements of aircraft are current and that all required documents are on board prior to any flight.

2-RESERVATIONS

Flying time may be scheduled in advance. Reservations will be held for 15 minutes. Multi-day reservations are considered cancelled for all days unless used or rescheduled by noon on the first day.

3-CHECKOUT

The Pilot in Command of any PYFC aircraft must be an Active Member of PYFC. Pilot must have logged an initial club check out in make and model and be approved to act as PIC by a PYFC instructor. No Member may fly any PYFC aircraft until checked out in make and model, and the checkout recorded in PYFC records, by a PYFC Certified Flight Instructor (CFI).

4-NIGHT INITIAL CHECKOUT

No Member may act as PIC at night unless he has received an initial night checkout from a PYFC CFI who has entered the checkout in PYFC records. No Member is eligible for night checkout who has not logged at least 10 hours of cross- country time and 5 hours of night time since receiving a Private certificate and demonstrated competence in radio navigation under actual or simulated IFR conditions as part of the night checkout.

5-NIGHT LIMITS, NON-INSTRUMENT PILOTS

At night, pilots who are not both instrument-rated and instrument-current may not exceed a 60 NM radius from the aircraft based airport (D38 or KPEO) or use any airport, other than the based airport, that does not have an operating control tower.

6-RECURRENT TRAINING

No Member who has not accomplished the following, as applicable, and had each signoff recorded in PYFC records by a PYFC CFI may act as Pilot-in-Command or as a Flight Instructor in any PYFC aircraft:

ALL PILOTS of more than six months of membership: Within the last **12 calendar months** attended a **PYFC or FAA Safety Meeting**. For this purpose, attendance at **three** PYFC Safety Sessions on regular meeting nights or completed **one** WINGS credit on line course is deemed equivalent to **one** PYFC Safety Meeting.

ALL PILOTS - If a pilot has not flown a PYFC aircraft in the previous **6 calendar months**, the pilot must have a proficiency check with a PYFC CFI before acting as PIC.

ALL PILOTS - If a pilot has not flown a **specific PYFC aircraft** in the previous **12 calendar months**, the pilot must have a proficiency check with a PYFC CFI before acting as PIC of that aircraft.

STUDENT PILOTS - Current CFI signoff in make and model as required by FAR 61.87.

OTHER PILOTS - Within the last **12 calendar months**, a Flight Review in the Club's most complex or TAA that the pilot wishes to fly administered by a PYFC-designated CFI Per FAR 61.56 in an airplane.

RETRACTABLE GEAR - Within the last **12 calendar months**, a proficiency check in a retractable gear aircraft.

TAILWHEEL AIRPLANE - Within the last **12 calendar months**, a proficiency checks in a tailwheel airplane.

NIGHT FLIGHT - Either: Hold an instrument/airplane rating and be instrument-current per FAR 61.31, or within the last **12 calendar months**, a night/instrument check as required for initial night checkout.

IFR FLIGHT - No member may fly IFR unless, within the last **12 calendar months**, they have logged an IPC per FAR 61.57(d) by a PYFC-designated CFI in the most technically advanced aircraft the pilot intends to fly.

7-FLIGHT INSTRUCTORS

Only holders of Flight Instructor certificates who are Active Members of PYFC and hold a current PYFC flight review and who have been recommended by the Flight Safety Board and accepted by the Board of Directors may act as instructors in PYFC airplanes.

8-FLIGHT PLANS

Flight Plans must be filed, activated, flight following utilized when available, and closed for any flight leg over 50 nautical miles for each leg of any Student Pilot solo cross-country flight, and any flight over 75 miles for all other pilots. Any reservation and dispatch for a cross country trip exceeding 75 nautical miles will include the final destination airport being entered in the remarks of the currently used computerized scheduling system. (MyFBO)

9-NON-KPEO OPERATIONS

No pilot may land a PYFC landplane at any place other than an airport shown on a current US published aviation charts without approval of the Flight Safety Board. Approved landing sites will be posted.

No member may take a PYFC aircraft outside of the continental US without prior permission of the BOD. Certain permits and licenses that may be required are at the responsibility and expense of the pilot. Flight over Canadian airspace, with no intention of landing, does not require BOD approval.

10-CLUB BUSINESS

PYFC aircraft may be used for business pertaining to PYFC at the discretion of the President. Under such approval, the Member flying will pay half the normal hourly rate. No club aircraft may be used to generate income.

11-INITIAL FLIGHT INSTRUCTION

A Prospective Member must submit a membership application (marked provisional) and fee paid and then may receive up to 3 hours of tach time flight instruction. A Prospective Member must mark the application for Active Membership application and fee paid to PYFC before continuing beyond 3 hours of instruction, and must become an Active Member before checkout or solo.

12-AIRCRAFT EXPENSES

PYFC will credit Members for the cost of fuel used to calculate the rental rate at PYFC and oil purchased for PYFC aircraft on trips, provided that a sales ticket with the PYFC tail number is submitted. PYFC does not reimburse costs of parking, ramp fees, tie downs, or hangar rent, or any cost not associated with the direct operating cost used to calculate the aircraft rental fee.

13-DAMAGE

Any accidental damage which grounds a PYFC aircraft must be reported to the Chairman of the Flight Safety Board and to the President of PYFC immediately. Discrepancies discovered in preflight must be recorded in MyFBO as a "Squawk", both for correction and to properly assign accountability. Pilot financial responsibility for damage is defined in the Bylaws.

Definitions:

- **BOD** refers to the Penn Yan Flying Club Board of Directors
- **FSB** refers to the Penn Yan Flying Club Flight Safety Board
- **PIC** refers to Pilot in Command
- **PYFC** refers to Penn Yan Flying Club
- **CFI** refers to Certified Flight Instructor
- **ATC** refers to Air Traffic Control
- **FARs** refers to Federal Aviation Regulations
- **IPC** refers to Instrument Proficiency Check
- **IMC** refers to Instrument Meteorological Conditions
- **TAA** refers to Technically Advanced Airca