

**PLUS ONE FLYERS, INC.
OPERATIONAL RULES**

A. Reserving Flying Time

1. A member may have no more than five (5) separate reservations for aircraft at any one time.
2. Late Arrival Forfeiture: If a member fails to arrive for their scheduled reservation time, any other member may over-schedule and fly the aircraft after at least 30 minutes have elapsed since the start of the reservation of the previous member.
3. No-Show Minimum Charges: If a member fails to utilize a reservation and does not cancel it prior to the start of its third hour, that member may be charged 1.0 hour of flying time for that aircraft; an additional minimum of 1.0 hour of flying time may be charged for each complete 24-hour interval thereafter between the 24th hour following the start of that aircraft reservation and the end of that aircraft reservation.
4. Minimum Charges: A member is responsible for paying a minimum of 1.0 hour of flying time for each complete 24-hour interval between the start of the reservation and the check-in (post-flight) of the aircraft.
5. Reservations for flights shall note the FAA or ICAO designation of the intended destination airport(s), or of the aircraft's home field if flying locally only.

B. Flying Regulations

1. No member private pilot or higher, shall operate any Plus One aircraft unless that member has satisfactorily completed a flight review (per **FAR 61.56**) within the previous 12 calendar months.
2. Only members in good standing may operate club aircraft.
 - a. Anyone receiving flight training must be a member.
 - b. Flight instructors must be club members if they are providing flight training to members in club aircraft. Such flight instructors must also meet the minimum instructor requirements of these operational rules.
 - c. Flight Instructors must attend a minimum of one (1) Plus One Safety Meeting every 6 months. New Member Flight Instructors must attend one such meeting in the first 4 months after joining Plus One.
 - d. Multiengine pilots are required to do one phase check every 12 calendar months.
 - e. Multiengine instructors must complete a phase check every 6 months to instruct in club multiengine aircraft.
3. Members shall comply with all applicable Federal Aviation Regulations when operating club aircraft. Club aircraft may only be operated under FAR Part 91. Specifically, air taxi and commercial operations are prohibited in club aircraft.
4. If for any reason (weather, maintenance, incident, or accident), a member cannot return an aircraft to its home airport at the scheduled time, the member shall notify the owner and operations officer as soon as possible. **The member shall be responsible for the return of said aircraft to its home airport within a reasonable time (A.4 above is waived) and shall pay all costs associated with its return.**

C. Operations in Mexico

1. Operations in Mexico can only be conducted in aircraft so designated and then only with specific authorization from the owner for each and every trip into Mexico. The member shall comply with all checkout requirements established by the owner. The member shall convert all fuel credits to U.S. dollars. The owner is responsible for maintenance expenses incurred in Mexico.

D. Maintenance and Discrepancy Reporting

1. When a member finds a maintenance problem or discrepancy (squawk), that member shall record a complete description on the Squawk Sheet provided in the aircraft or office and call the maintenance shop, the owner, and Plus One Operations. **DO NOT LEAVE SQUAWK SHEET(S) IN THE AIRCRAFT!** Bring Squawk Sheets into the office and place them in the file provided for the aircraft.
2. It is the duty of any member to ground an aircraft that the member deems to be not airworthy. The member shall affix a red grounding tag to the control wheel of the aircraft, note the discrepancy on the Squawk Sheet, and shall call the owner or the maintenance shop. In addition, the appropriate Operations Officer shall also be notified when the member grounds an aircraft.
3. If, after engine start, a member is unable to depart in an aircraft due to a maintenance problem, the member does not have to pay for the operation if the aircraft does not get airborne. The member shall log their name and indicate "maintenance" on the operations log. In order to waive the charge, the member must provide an accounting of the problem on the Squawk Sheet. If the aircraft does take off, regardless of how short the flight is, the member is responsible for paying for the flight but may seek reimbursement through the IDP.

E. Fueling

1. When a member finds it necessary to pay for fuel, oil, or maintenance, the cost may be deducted from the cost of the flight time charges for that operation. The sum of the supporting receipts and payments from the member must equal the total flight time charges. Proof of payment (receipts) must be provided in order to receive credit.
2. Members shall be reimbursed for the actual cost of fuel purchased away from home base to a maximum price per gallon set by the club's Board of Directors, regardless of the actual price per gallon paid. These prices include all taxes and flowage fees.

F. Pilot and Flight Instructor Requirements

A logged, satisfactory flight check signed by a Flight Instructor is required in make and model before a member operates that make and model as pilot in command. Before operating as pilot in command of a Plus One aircraft, a member shall also meet the following minimum requirements for that make and model aircraft. (Note: Make and model is defined as "same manufacturer, same horsepower, and same landing gear configuration"):

<u>Specific Aircraft</u>	<u>Minimum Pilot Requirements</u>	<u>Fit Instructor Requirements</u>
1) Cessna 150,152,172,172SP, PA-28-161/181	Student Pilot (a)	400 Hrs Total, 10 hrs make and model
2) Cessna 172RG	Private, 75 hrs total, 25 complex (b)	400 Hrs Total, 10 hrs make and model
3) Cessna 182RG	Private,150 hrs total, 25 complex (b)(c)	OWNER APPROVED
4) Cessna 210 Centurion	Private,150 hrs total, 25 complex (b)(c)	OWNER APPROVED
5) Beech Duchess BE-76	Private, MEL, 150 hrs total, 25 ME (e)(f)	400 Hrs Total, 25 ME, 7 make & model
6) Cirrus SR 22/SR22GTS	Private, 250 hrs total, Plus One CSIP transition (c)(f)	OWNER APPROVED CSIP Certificated
7) Piper Malibu PA-46	Private, IFR (current), 500 hrs total 100 hrs retract (c)(f) And 10 hours Flight Training Make & Model If ATP CURRENT: 5 hrs Flight Training Make & Model	OWNER APPROVED
8) Citabria 7ECA	Student/ Private with tailwheel endorsement	OWNER APPROVED
9) Evector Sport Star (Lt Sport)	Student Pilot	OWNER APPROVED
10) Grumman Tiger	Private Pilot (c)	OWNER APPROVED
11) Diamond Star DA-40	Private Pilot (c)	400 Hrs total, 10 hrs make and model
12) Diamond Twin Star DA-42	Student/ Private ME 150 total, 25 ME (d)(f)	OWNER APPROVED DIAMOND CERT
13) 172S G1000	Student/ Private: G1000 sign off/ 5 hrs dual (f)	Garmin G1000 approved
14) 182 G1000	Private, 75 total, hi-perf, G1000 sign off (f)	Garmin G1000 approved

- a) A satisfactory logged flight check in any 145 to 180 hp fixed gear 172 is valid for any other fixed-gear 172
A satisfactory logged flight check in any 140 to 180 hp fixed gear PA-28 is valid for any other fixed-gear PA-28
- b) In lieu of 25 hrs of retractable, 10 hrs of flight training in make and model may be substituted
- c) Initial checkout flight by Plus One-designated flight instructor only
- d) Cross-country only, no initial ME training
- e) In lieu of 25 hrs of ME, 10 hrs of flight training in a BE-76 and 25 hrs retract time may be substituted
- f) Must have annual flight check in type

NOTES: hi-perf = hi-performance endorsement

complex = complex endorsement

retract = retractable gear