

**New Vision Aviation**

***“Elevating People Through Aviation”***

CLUB OPERATING RULES

**Article I – The club**

1. The New Vision Aviation (NVA) club is a nonprofit or not-for-profit corporation organized as a 501c(3) entity for the express purpose of providing aviation education and training for its members with aircraft for their personal use and enjoyment only. All members of the Club shall comply with all Federal Aviation Regulations, state, airport, and Club rules while operating Club-owned or leased aircraft.

**Article II – Club membership**

1. Membership in the NVA Flying Club is contingent upon approval of the application for membership by the Board of Directors and such membership may be revoked by the Board of Directors.

2. The applicable $200 initiation fee, and one (1) month of dues ($60) must be paid in full before a membership application can be approved. Dues are payable monthly by the 5th of each month. Members may pay in advance, but dues are not refundable should a member decide to leave the club before the expiration of their membership.

3. When any member is in default in the payment of dues, membership may be terminated by the Board of Directors at their discretion.

4. A member is eligible to fly Club aircraft only if the membership is valid in all respects including payment of dues, recency, currency and other aspects of member responsibility.

**Article III – Flight rules**

1. A member must perform a thorough preflight inspection of the aircraft, noting prior or current damage in the aircraft flight log before flight. Any damage or discrepancies discovered by a member will be assumed to be the responsibility of the last user unless it has been reported previously to New Vision Aviation management and noted in the aircraft flight log. Preflight inspection also includes a visual inspection of the fuel quantity & oil level or check of state of charge as applicable. If a condition is discovered which may affect the airworthiness of the aircraft, the aircraft shall not be flown until cleared by New Vision Aviation management.

2. Each member must ascertain that the airworthiness and registration certificates, appropriate operating limitations information, and operator’s manual are in the aircraft prior to commencing the flight.

3. All aircraft operating limitations must be observed. Aerobatic maneuvers are prohibited except those which are permissible under the operating limitations as described in the Pilots Operating Handbook for each aircraft.

4. Flight plans must be filed with the FAA for flights over sparsely populated areas; mountainous, wooded, or desert terrain; or for extended overwater flight; and for all student solo cross-country flights in excess of fifty (50) nautical miles. Flight following and advisories are recommended.

5. Each member must have flown a check ride with a qualified and approved instructor during the preceding 12 months, subject to the following:

a. A pilot not having flown Club aircraft within a 45-day period must take a check ride with a qualified and approved flight instructor.

b. A pilot qualified and approved to fly more than one type of aircraft in the club will take the annual check ride in each aircraft qualified for unless this requirement is waived for this member by New Vision Aviation management.

c. The check ride will include maneuvers and procedures appropriate to the aircraft flown and the pilot certificate held.

d. Specialized aircraft, such as Pipistrel Alpha Electros, are subject to additional rules and operating limitations.

6. Club aircraft are limited to day VFR flight operations only.

7. Members with less than 100 total hours shall not fly Club aircraft when weather conditions result in visibility of less than 5 miles as reported by an AWOS or when the surface winds exceed 10 knots.

8. Except in emergencies, Club aircraft shall be flown from and landed on airfields approved by the club. As a guideline these are hard-surfaced runways in good condition with suitable length and width for the proposed operation.

9. Club aircraft may not be used to give flight instruction to anyone except Club members.

**Article IV – Aircraft care and maintenance**

1. Upon completion of a flight, the pilot must clean the aircraft of insects and/or dirt accumulated during the flight. Waste paper and extra charts (a sectional chart for the local area should be kept in the aircraft) will be removed, seat belts will be straightened and latched, etc. Aircraft leading edges and propeller will be cleaned with “Speed Shine” using supplied, clean micro-fiber towels; canopy with “Brillantize” using a separate, supplied, clean micro-fiber towel. Micro-fiber towels are not to be reused once they are soiled and shall be placed in a dirty towel hamper for laundry. The goal is to keep all aircraft looking showroom new and efficient.

2. Refueling or recharging of the aircraft should be completed at the end of a flight unless other

arrangements have been made and only after proper training by New Vision Aviation management.

3. No member (except authorized New Vision Aviation management) may perform any maintenance on Club
aircraft, other than preflight inspection, without authorization from New Vision Aviation management.

**Article V – Scheduling**

1. Weekend and holiday\* reservations: Only one (1) pending reservation that includes a weekend day or holiday is permitted at any given time. A second reservation that includes a weekend day or holiday may be entered only after the first weekend day or holiday reservation has been flown off or cancelled. A single reservation means any reservation of any length of time.

\*Holidays include New Year’s Day, Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans Day, Thanksgiving and the following Friday, and Christmas Day.

2. Weekday reservations: Only three (3) reservations that include a weekday are permitted

at any given time. A fourth reservation that includes a weekday may be entered only after a prior weekday reservation has been flown off or cancelled. A single reservation means any reservation of any length of time.

3. General rules

a. Same day exception: If an aircraft is available for the current day, a member may schedule it for that day only without jeopardizing any future schedules.

b. Owners’ exemption: The owners of an aircraft have made a significant investment in the plane and the club. Therefore, they are exempt from the reservation policy. They have shown a willingness to be flexible on a repeating schedule and are open to requests for a change in their schedule.

c. Use of stand-by schedule: All members are encouraged to submit standby reservations. In the case of a cancelled flight, they will be notified of the aircraft’s availability.

d. Multi-day trips are limited to one (1) over-night stay and subject to a three-hour per day minimum.

f. Reserving a plane for multiple days in order to ensure “as-needed” availability is not allowed. The three-hour minimum will be applied if this is observed.

4. Violation of reservation policy

a. Any reservation violating this policy may be removed from the schedule by New Vision Aviation management.

**Article VI – Insurance**

1. Liability: All club aircraft are included in a policy that includes liability protection for the club and its individual members that arise out of the ownership, maintenance, or use of a club aircraft. Such coverage will include protection for club members who are liable for the injuries to another passenger or bystander club member. Individual pilots/club members are not protected for their own injuries. Members may also purchase life insurance and/or accidental-death-and-dismemberment coverage at their own and separate expense. The insurance company will allow for inactive or social members without charge, subject to reasonable restrictions. Club members are required to provide accurate and current flight hours, as well as dates of recent fight reviews and renewal of airman medical or Basic-Med certification or driver’s license.

2. Hull: All club aircraft to be insured against loss or damage as determined to be necessary by New Vision Aviation management and/or the aircraft owners. Club members are strongly encouraged to purchase a separate renter’s insurance policy to cover the deductible for hull damage to the aircraft. If a member does not purchase separate renter’s insurance, they are required to sign a statement that they will cover the deductible for any damage caused to the aircraft while under their control as a student pilot or pilot in command.

3. The club aircraft policy will include limited coverage for damage to rented or leased

hangar facilities.

4. Medical Payments: Insurance to include medical payments for medical, surgical, and

dental services.

I hereby acknowledge that I have read and understand the Operating Rule for New Vision Aviation and agree to abide by them.

Member Signature: Date:

Member Name (Printed)

New Vision Aviation Management Acceptance Signature: Date: