

## N2459V Abbreviated Rules

**Summary statement:** The following is an abbreviated list of rules and requirements to be used as a pre-flight reminder when operating N2459V. Please refer to the Airplane Oversight Committee Charter for a more complete list of rules and requirements.

### Administrative Policy:

1. No flight may depart unless it has been scheduled with the online scheduler. No one may schedule more than 8 hours total without approval from the Aircraft Oversight Committee.
2. Hobbs times must be entered on the aircraft checkout sheet prior to engine start and after engine shutdown.

**Authorized airplane uses:** Flying Club activities; Bona fide research activities; Bona fide University business (i.e. aerial photography/video by Division of Marketing & Communications, etc.); Recruitment activities for the Flying Club (i.e. the 2 hour membership clause in the Flying Club charter); Airplane maintenance activities (i.e. inspections, transportation to/from inspections, equipment check-outs, etc.); Maintenance of authorized pilot licenses (i.e. monthly/annual flight and take off/landing requirements); Special Activities as Approved by Sub-Committee

### Unauthorized airplane uses:

- Chartering
- Any use of the aircraft for time extending beyond 8 hours of operation must be approved by the Airplane Committee in advance.
- Commercial uses

### Pilot Qualifications and Experience:

Only approved pilots can act as pilot in command (PIC) of UMaine aircraft.

Student pilots are permitted to fly or receive instruction from an approved flight instructor. Student pilots are not permitted to fly N2459V solo.

Only UMaine approved instructors can provide dual instruction in the airplane.

A refresher checkout by an UMaine approved instructor is required:

- If the pilot has logged fewer than 10 total hours with a G1000 and has flown fewer than 1 hour with a G1000 in the last 90 days
- By any pilot who has flown fewer than 1 hour with a G1000 in the last 6 calendar months

### Weather Requirements/Minimums General:

Flight in Visual Meteorological Conditions only. IMC is approved if with an instructor for training purposes or if the pilot holds an instrument rating and meets the following criteria:

- Have an Instrument Proficiency Check as defined by 14 CFR 61.57(d).
- Have logged 9 approaches within the previous 120 days (at least 3 of which in a G1000).

#### **Operations:**

- The only maneuvers permitted are those required in a flight test for any airman certificate.
- Skydiving is not permitted
- The aircraft may only be operated from paved, public airports unless approved by the aircraft oversight committee.
- Plane use is limited to UMaine sponsored activities and UMaine Flying Club members.
- The use of the UMaine aircraft for commercial purposes is prohibited.

#### **Night Operations:**

- Night flight will be restricted as follows:
- Surface winds or gusts must be less than 12 knots, have a 90-degree crosswind component of less than 8 knots, and be forecast to remain within these limits for the duration of the flight.
- Visibility and ceiling must be 10 miles and 5,000 feet, respectively, and forecast to remain within these limits for the duration of the flight. If, however, the flight is to be made within a 12 nautical radius of Bangor (BGR), the ceiling restriction may be lowered from 5,000 feet to 3,000 feet.
- All night flights will be within a 35 nautical mile radius of Bangor International Airport. (Flights to La Fleur airport in Waterville, Maine are an exception to the distance restriction).
- Pilots with more than 200 total hours and either 50 hours of night flight or an instrument rating are not subject to the above night restrictions.
- Night landings must be at lighted airports only.

**Wind Limitations:** Private pilots shall not fly when the 90-degree crosswind component is greater than 15 knots.

**Aircraft Discrepancies:** If a pilot discovers any discrepancies with performance or operation of the aircraft, they are expected to notify the maintenance officer as soon as possible.

**Securing Unattended Aircraft:** Pilots should tie down or chock before leaving the aircraft.

**Minimum Fuel Requirements:** Plan flight to land with a minimum of 1 hour of fuel remaining

**Pilots Operating Handbook and Checklists:** - All pilots are required to have a personal copy of the Pilots Information Manual, 172SIMAUS

**Hangar Storage Rules:** Aircraft may only be pulled from and returned to the hangar by BIA personnel. Notify the airport staff at least 30 minutes before a planned departure time to have the plane pulled from the hangar. In the winter months request that the heater be plugged in at least 2 hours prior to departure