

## **Guidelines for Use of ABS Air Safety Foundation-Owned Aircraft**

Adopted by the ABS Air Safety Foundation Board of Directors June 2016

Amendment 2 November 2020

These Guidelines apply to use of ABS Air Safety Foundation (“ASF”) owned aircraft:

### **Aircraft Oversight Committee**

To ensure proper use of ABS Air Safety Foundation-owned aircraft, an Aircraft Oversight Committee has been established by the ASF Board of Directors. This Committee will advise the ASF Executive Director on matters of aircraft operation, ownership, and upgrades.

The Aircraft Oversight Committee consists of three or more members appointed by the ASF Board, at least one of which must be a current member of the ABS/ASF Board of Directors.

The ASF Executive Director, who is responsible for management and operation of ASF aircraft, will submit a written report on aircraft activities to the Committee as noted below.

### **Approved Pilots**

The following pilots are approved to act as pilot-in-command of ASF-owned aircraft for an approved use as noted below:

1. The ASF executive director.
2. Any other pilot meeting aircraft insurance requirements when approved by the ASF executive director, unless excluded by majority vote of the Aircraft Oversight Committee.
3. Any other pilot meeting aircraft insurance requirements when approved by majority vote of the Aircraft Oversight Committee, unless excluded by the ASF executive director.

### **Approved Uses**

#### ASF Educational and Technical

The ASF Executive Director has the authority to operate or permit operation of ASF-owned aircraft for these purposes without prior coordination with the Aircraft Oversight Committee:

1. Production of training videos for Beechcraft pilots, flight instructors and mechanics.
2. Hands-on mechanic training in the ABS Maintenance Academy.
3. BPPP instructor standardization.\*
4. ABS Ambassador flights.
5. ABS staff orientation or incentive flights.
6. BPPP pilot instruction, when commercial operators cannot fill the need.\*
7. Production of promotional videos for the American Bonanza Society.
8. Participating in ASF-sponsored aircraft longevity studies.
9. Routine maintenance flights.
10. ABS staff member transportation to ABS-sanctioned events and meetings.

\*Subject to reimbursement to ASF by the candidate instructor or pilot receiving instruction on a schedule to be set by the Committee.

#### Approved Pilot Proficiency Flight

Without prior coordination with the Aircraft Oversight Committee, each approved pilot may conduct up to three hours of proficiency flying in ASF-owned aircraft per calendar month under

the following conditions:

1. "Proficiency flying" is defined as local-area or cross-country flight for the purpose of maintaining or adding pilot skills, solo or with a Certificated Flight Instructor providing instruction or a qualified safety pilot either of which is approved by the ASF executive director, that takes place in a single calendar day unless delayed by weather, aircraft maintenance discrepancies or pilot/instructor/safety pilot health issues.
2. Flight time is defined by tachometer time or Hobbs meter time as applicable to the aircraft.
3. The approved pilot is responsible for paying for fuel used for the proficiency flight.
4. Available proficiency flying time may not be carried over from one month to another.
5. If an approved pilot flies more than three hours of proficiency flying in a calendar month, the time flown beyond three hours is treated as Approved Personal Use time (see below).

#### Approved Personal Use

ASF-owned aircraft may be flown for approved personal use by American Bonanza Society staff who are also approved pilots, without prior coordination under the following conditions:

1. "Personal use" is defined as any flight not conducted for ASF Educational and Technical use or Approved Pilot Proficiency Flight; flight meeting the definition of Approved Pilot Proficiency Flight but in excess three hours of flying time in a calendar month by that pilot; or any flight that remains away from the airport of departure overnight unless delayed by weather, aircraft maintenance discrepancies or pilot/instructor/safety pilot health issues.
2. Flight time is defined by tachometer time or Hobbs meter time as applicable to the aircraft.
3. The approved pilot is responsible for paying for fuel used for the flight.
4. Additionally, the pilot will reimburse ASF on a "dry rate per hour" schedule to be set by the Committee. Payment is due to ASF within 30 days of completing the flight.

#### **Reports**

The ASF executive director will submit a semiannual written report to the Aircraft Oversight Committee listing at least the following for each ASF-owned aircraft:

- Aircraft registration
- Airframe total time
- Engine total time
- Total operating time flown in that reporting period
- For each flight:
  - Total time
  - Purpose of the flight
  - Pilot-in-command for the flight
  - As appropriate, names of any
    - pilot receiving instruction
    - instructor or safety pilot
    - non-FAA Required Crewmember carried on an ASF Education and Technical use flight
- Any significant aircraft maintenance discrepancies carried forward at the time of the report.

(end)