

December 10, 2011

Deleted:

The number of Guest memberships shall not exceed 20% of the total number of members. If the guest membership percentage goes over the limit due to the attrition of members in the other categories, no new Guest member applications will be processed until the Guest membership percentage drops below the prescribed limit due to either attrition of Guest members or an increase in the other membership categories.

September 21, 2011

Rules Pertaining to Float Plane

1.3 Definitions

SES (Single Engine Sea) Time -Flight time in the aircraft after it has been launched for the purpose of operating in a marine environment. For the purpose of initial instructor qualification, the pilot must be the sole manipulator of the aircraft controls. For the purpose of check pilot qualification, float-plane instruction time can be included. On average, each SES hour shall include at least one water landing to an idle taxi and one docking or beaching to secure the aircraft with a line.

5.2.3 Recurrent Check-rides

- c) Pilots who are qualified in both single engine land and single engine sea aircraft may substitute one floatplane check-ride for a six-month VFR landplane check-ride in a calendar year as defined by the Check-ride Matrix.
- i) Pilots who are qualified in SES must have a floatplane check-ride within six months prior to acting as pilot in command of a floatplane. This check ride must be conducted by a BEFA floatplane check pilot in compliance with the BEFA SES six-month check ride checklist.

5.3 Aircraft Operation Limitations

- e) Hand Starting Aircraft - Pilots must receive instruction in hand starting and be signed off on the member's pilot record before hand starting any aircraft. Hand starting of float planes is prohibited

5.3.4 Float Plane

- a) All flights must be in compliance with the PIC BEFA SES record, area checkout authorizations, and all applicable BEFA rules.
- b) Pilots must hold a minimum of a Private certificate with 50 hours of additional fixed wing experience prior to acting as PIC in a BEFA floatplane.
- c) A Pilots must have a minimum of 15 hours total SES time, 10 hours in similar make and model, at least 5 hours of which must be with a BEFA instructor in a BEFA floatplane and a check ride in each make and model aircraft prior to acting as PIC of a BEFA floatplane. The dual instruction and checkout procedures shall be in compliance with BEFA's seaplane training curriculum.
- d) Prior to acting as P.I.C. in an SES aircraft, the pilot shall have, in the previous 90 days, logged a minimum of 2 hours of flight time and 5 landings or completed a check-ride as described in paragraph 5.2.3(i).
- e) No flights into salt water.
- f) Night take-offs and landings are prohibited, beginning at official sunset until sunrise.
- g) Flights shall not be launched when the surface temperature is below 3.5 degrees C.

- h) All float pilots and passengers shall wear a BEFA provided PFD.
- j) For all required itineraries, the pilot must obtain prior approval of the Safety or Operations Officer in collaboration with a BEFA SES CFI.
- k) If a floatplane is to be secured overnight at a destination away from BEFA's primary base, the itinerary must be approved by the Safety or Operations Officer in collaboration with a BEFA SES CFI.
- l) Flights shall not be launched in wind conditions exceeding 15 knots.
- m) Flights may not be launched in wind conditions greater than 12 knots unless the P.I.C. has at least 30 hours in floatplanes as P.I.C.
- n) First time operations into any body of water requires BEFA SES CFI approval.
- o) Any SES pilot with less than 30 hours of BEFA SES total operational time requires SES CFI approval prior to acting as PIC of the floatplane.

June 03, 2011

Rule 5.3.2 – Added Cirrus to list of airplanes.

SEL Complex and/or High Performance, **or Cirrus** and Multi-Engine

April 14, 2011

Remove instrument rating requirement to fly the T-210.

Previous Wording:

- a) C-T210 pilots must hold at least a Private Pilot Certificate **with Instrument rating**. Pilots are required to pass BEFA training, or equivalent, and be passed by a BEFA C-T210 check pilot before acting as PIC. Thereafter, prior to acting as PIC in the C-T210, the pilot shall have in the previous 90 days, logged 2 hours and 5 landings, or completed a check ride with a BEFA C-T210 instructor.

New Wording:

- b) C-T210 pilots must hold at least a Private Pilot Certificate. Pilots are required to pass BEFA training, or equivalent, and be passed by a BEFA C-T210 check pilot before acting as PIC. Thereafter, prior to acting as PIC in the C-T210, the pilot shall have in the previous 90 days, logged 2 hours and 5 landings, or completed a check ride with a BEFA C-T210 instructor.

Jan 15, 2010

Overall Change: Remove 6-month 20 hour rule as alternative to a BEFA 6-month checkride.

Current:

5.2.c: It is the pilot's responsibility to provide pilot logbook documentation to a BEFA CFI showing the time and experience required to qualify for a six-month 20-hour rule sign-off per 5.2.3.1.

5.2.3.a: Rated pilots must have either a VFR 20-hour sign-off or VFR/IFR check-ride and/or sign-off within six calendar months prior to acting as P.I.C. of any aircraft.

5.2.3.1.e: For SEL pilots, flying 20 hours with 20 landings in the preceding six-months. Two hours and five landings must have been in the most complex BEFA aircraft the pilot is qualified to fly. Those qualified in both single engine land and sea aircraft may fly up to 10 hours with 10 landings in SES aircraft. This may substitute for only one six-month check-ride every 12 calendar months. (This rule does not apply to the Cirrus, see rule 5.2.3.(k)).

Revisions:

5.2.c: Deleted

5.2.3.a: Rated pilots must have a VFR/IFR check-ride and/or sign-off within six calendar months prior to acting as P.I.C. of any aircraft.

5.2.3.1.e: Deleted

October 16, 2009

Previous wording:

5.8.d Pilot Liability - A Safety Board shall be convened to recommend, to the BEFA Board, any assessment to a P.I.C. Liability for any specific accident or equipment damage will be no more than the full deductible amount of the club's insurance policy. If a member, acting as P.I.C., is found to have operated an aircraft in willful violation of FARs, or in a manner which may be construed as grossly careless or negligent operation, that member shall be liable for the full deductible amount of the club's insurance policy.

New wording:

5.8.d Pilot Liability – A Safety Board shall be convened to review the incident and report to the Board: a.) what happened; b.) recommended changes, if any, to the operating procedures; c.) recommended remedial training, if any, for the member(s) involved, and d.), assessment, if any, to the member(s) involved. Liability for any specific accident or equipment damage will be no more than the full deductible amount of the association's insurance policy. If the member(s) involved is(are) found to have operated an aircraft in willful violation of FARs, or in a manner which may be construed as grossly careless or negligent operation, the liability shall be for the full deductible amount of the association's insurance policy. If more than one member is involved, the Safety Board may assess liability to each participant in proportion to the determined level of fault.