

Spectrum Pilot Services

Flying Regulations
And
Operating Rules

Updated January 2019

Flying Regulations

- A. All flying shall be done in strict compliance with existing Federal Aviation Administration (FAA) Regulations, Minnesota Division of Aeronautics Regulations, and Local field rules.
- B. Particular attention should be given to the following:
 - 1. Student Pilots -- Each flight shall have the specific approval of a pilot holding a valid current Flight Instructor's certificate issued by the FAA as specified in Part 61 of the Federal Aviation Regulations.
 - 2. Flight review – Pilots shall not act as a pilot-in-command unless he or she has completed subject flight review as specified in Part 61 of the Federal Aviation Regulations.
 - 3. Medical – Pilot-in-command must hold a current medical certificate.
- C. All pilots, regardless of previous experience, will be required to check out in each aircraft as pilot-in-command every 120 days. In addition, a checkout for night flying will be required, but not necessarily for each aircraft. Each check flight must be made with a pilot holding a valid current Flight Instructor's certificate issued by the FAA.
- D. Spectrum Pilot Services may at any time require proof of flight time, flight check, current medical, and Flight Review.
- E. Landings -- except in cases of emergency, aircraft shall only land at established airports as shown on a current sectional aeronautical chart.
- F. It shall be the responsibility of customer keeping rented aircraft overnight to have it tied down or hangered at his/her own expense.
- I. Each customer shall submit the following information prior to aircraft rental:

Full Name	Hours in Previous 6 months	Ratings
Age	Total pilot hours	
Occupation	Accident History	
Date of last flight physical		
Date of Last Flight Review		
Type of Certificate		
- G. Note any maintenance problems and **notify Spectrum Pilot Services personnel** as soon as possible.

CROSS COUNTY RULES

- A. Purchases away from the home field:
 - 1. Necessary services and minor repairs will be reimbursed at cost. Repairs costing over \$250 must be approved by an authorized Spectrum Pilot Services employee.

2. Any expense statements shall be turned in promptly with the remittance for the period involved.
3. Storage costs incurred away from the home field shall be at renter's expense.

SAFETY RULES

The following rules specify maximum limits for safe operation.

- A. Wind limits -- Do not operate (taxi, take off, or land) the aircraft when the wind speeds, including gusts, exceeds speeds shown in Table B. (As measured by the National Weather Service).

Pilot Rating	Maximum Wind Speed
Student	17 Knots
Private	27 Knots
Commercial	27 Knots

- B. Safe Speed Control -- NEVER allow air speed to drop below:

1. 150% of flaps up (VS1) stall speed when maneuvering below 1000 feet AGL.
2. 135% of flaps up (VS1) Stall speed during straight approach or climb out.
3. 125% of flaps up (VS1) stall speed over the threshold.
See the POH (Pilot's Operating Handbook) for these speeds.

Operating Rules

GENERAL

The Operating Rules of the Spectrum Pilot Services are provided to give each customer detailed information and guidance to:

SCHEDULING

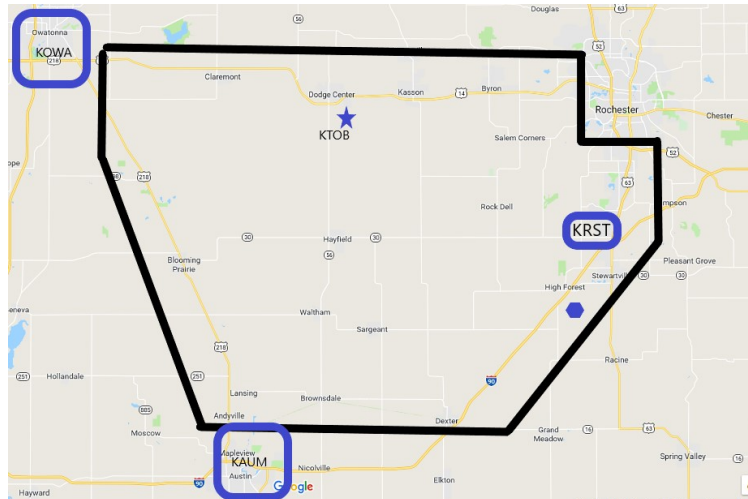
- A. Aircraft can be reserved via online scheduling system. Website access can be obtained upon request.
- B. By your reservation you are declaring that the aircraft is assigned to your custody for the period reserved. Therefore, you should be careful to follow these rules:
 1. Reserve precisely the time you intend to use the aircraft including the time for a preflight inspection, the flight, and refueling.
 2. Cancel as soon as you know you cannot keep a reservation, regardless if for weather or other reasons. Do not assume that in inclement weather the aircraft will not be needed for instrument flights or maintenance. Adjust your reservation if you find you will be delayed in leaving.
 3. If any pilot does not show up within thirty (30) minutes after the start of their scheduled flying time, any other customer may use the remainder of that scheduled time. However, before the aircraft is taken in such a situation, the aircraft scheduling system **MUST** be notified (i.e. schedule Standby for the aircraft).
 4. No customer shall intentionally keep aircraft beyond the time scheduled by him/her. If return of the aircraft is unavoidably delayed, notify the scheduling system.
 5. A pilot taking a aircraft away from the home field is responsible for returning it to the home field. If the plane is left at another location for reasons other than mechanical failure, it must be returned to the home field within twenty-four (24) hours after the arrival of safe flying weather unless the pilot arranges an

extension by authorized Spectrum Pilot Services employees. The pilot must pay any charges, including flying time, incurred by Spectrum Pilot Services to return the aircraft to the home field.

6. Any pilot scheduling an aircraft for more than six (6) continuous days must contact the Spectrum Pilot Services to discuss his intended use of the aircraft
7. The Spectrum Pilot Services reserves the right to review any scheduled flight where the aircraft will be hangered overnight away from the home field. Schedules may be prohibited if it is determined that the reservation unfairly limits access to the aircraft by other Spectrum Pilot Services customers.

PRACTICE AREA

- A. **Definition:** The “West Practice Area” is an area designated for proficiency training and considered the safest area for flight training within proximity of the Dodge Center Airport. Its boundaries are derived from KRST, the nearest Class D airspace; extend southwest along Interstate 90 to Austin, northwest along Hwy 218 to Owatonna and back east along Hwy 14 to Rochester. (see diagram)



- a. **Congestion:** This area is off the center line of both runways 13/31 and 02/20 at Rochester and thus has the least transient aircraft traffic congestion.
 - b. **Traffic Advisories:** The Rochester ARTCC Approach and Departure will provide traffic advisories to the surface upon request on frequency 119.8
 - c. **Obstacles:** The area North of Hwy 30 provides very few obstacle challenges, the area South of Hwy 30 does contain several wind generators but all are lower than 600 feet agl. South of I-90 are multiple tall towers with tops above 1000 feet agl.
- B. **Student Pilots:** Once properly authorized by an instructor, students must remain within the practice area at all times and are prohibited from flights outside of this area unless properly endorsed by for specific training events. Flights to KRST, KAUM and KOWA may be included in the students boundary limits, but only by endorsement per FAR 61.93(b)
- C. **Private Pilot Certificate:** Proficiency Flights by renters who have a Private Pilot Certificate are encouraged, but not required, to conduct proficiency flights inside of the West Practice Area. Flights outside of this area are permissible but communicating intentions with Spectrum Pilot Services personnel to depart from this area **and** filing a FAA VFR Flight Plan are strongly recommended.