

Cowtown Flying Club (CFC)

Safety and Standard

Operating Procedures (SOP's)

For Flights Out Of Hicks Field (T67)

CFC BOARD OF DIRECTORS:

President: Haider Alrubaie Tel 817-475-3583

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1) Introduction

- a) These Standard Operating Procedures (SOPs) are designed to ensure safe flying for all Cowtown Flying Club (CFC) members.
- b) In addition to the requirements of the Federal Aviation Regulations (FARs), the SOPs establish additional requirements that govern the flying privileges of members with the CFC both generally and with respect to the particular aircraft.

2) II Flight Operations – General Requirements

- a) Eligibility to Fly CFC Aircraft – A member is eligible to schedule and fly a CFC aircraft so long as all dues and charges have been paid, the member’s pilot and medical certificates remain current, the member has met FAA and CFC currency requirements applicable to the flight and the particular aircraft to be flown, and the member has not been grounded by the FAA, the CFC or any other organization.
- b) Flight Instruction ONLY by CFC Approved CFI – No flight instruction shall be conducted in any CFC aircraft except by a CFC approved Certified Flight Instructor (CFI). A CFC approved CFI is one who has current permission to conduct flight instruction in CFC aircraft.
- c) CFC Aircraft for Members’ Use Only – No member shall use any CFC aircraft for hire (other than in the course of flight instruction to members), and no member shall rent or lend any CFC aircraft (or other CFC equipment) to any other person or organization for any purpose.
- d) Grounding of Aircraft – Any member may ground a CFC aircraft if the member deems it necessary in the interest of safety and/or compliance with FAA, state, or local rules or regulations. Grounding an aircraft should be accomplished by an entry in the aircraft discrepancy log and by placing a “down arrow” on the CFC’s aircraft status board. The member also will

advise the CFC approved FAA certified mechanic, the CFC's Maintenance Officer, President, Chief Pilot, or Operations Officer. Only these aforementioned persons may un-ground an aircraft. While in grounded status, the aircraft will not be started, taxied, or flown without specific approval of one the aforementioned persons.

- e) Grounding of a Member – Any Board member, voting or non-voting, may ground any member for cause pending further consideration by a meeting of the Board of Directors to take place at the earliest opportunity within the following 30 days. At such a meeting, the Board of Directors shall make inquiry regarding the reason(s) for the grounding and, by a majority vote of a quorum, shall have the power to restore the member to flying status, require a flight check of the member, ground the member for an additional period, or expel the member from the CFC. Any member who has been grounded may not fly a CFC aircraft until the reason for the grounding has been corrected and a release has been obtained from the grounding authority.
- f) Damaged Aircraft – If a CFC aircraft is damaged it shall not be flown until it has been examined by an FAA certified mechanic, repaired as necessary, and determined to be airworthy.
- g) Pilot Information Files – Members should familiarize themselves, and regularly consult, the Pilot Information Files (PIF's) maintained in a binder at the CFC. The PIFs include updated procedures applicable to members that have not yet been incorporated into these SOPs.
- h) Weather and NOTAM Briefing – All members must obtain a weather and NOTAM briefing from the FSS briefer, or by computer using 1-800-WXBRIEF before conducting any flight using a CFC aircraft.
- i) Removal of Covers, Gust Lock – Prior to moving any control surfaces, and to prevent damage during the preflight, members shall remove all aircraft covers (fuselage, wings, horizontal stabilizer), as well as the gust lock. Covers shall be stowed in the storage trunks. Gust locks shall be stored in the side pockets or backseat pockets. Pilots may need to install the gust locks during refueling in gusty conditions.

- j) Starting Procedures – If an engine does not start after 10 seconds of cranking while using the starting procedures prescribed in the aircraft’s Pilot Operating Handbook or Information Manual, let the starter rest for at least 20 seconds before attempting to start the engine. Follow this start/rest procedure for 2 additional cycles, and then allow a 10-minute cool-down period. Investigate as required. After the 10-minute cool-down period, crank the starter again for 3 cycles of 10 seconds, followed by 20 seconds of cool-down. **Contact CFC Directors for any NON-START conditions. DO NOT CONTINUE CRANKING.....**
- k) CFC Aircraft Binder Required on Board – Members must ensure that the NAFC aircraft binder for the aircraft being flown is on board for each flight.
- l) Use of Checklists – All members shall use checklists before, during, and after each flight. The shutdown checklist will ensure that switches are properly positioned, and the aircraft is properly secured.
- m) Engine Preheat – If the temperature has been below freezing for 4 or more hours, and the aircraft is not equipped with an oil sump preheater that has been connected, the engine must be preheated before starting.
- n) Aircraft Run-up Requirements – To prevent airframe or propeller damage from flying stones or debris, members shall run up CFC aircraft only on clean asphalt or clean cement and shall take precautions against potential damage to CFC or other aircraft from prop blast.
- o) Taxi Speed – Taxiing on all ramp areas shall be conducted at speeds no faster than a brisk walk while monitoring the appropriate frequency.
- p) Minimum Fuel Requirements – VFR local/cross-country flights may be commenced only with sufficient fuel to reach the destination, plus a forty-five (45) minute reserve under normal cruise conditions. IFR cross-country flights may be commence only with sufficient fuel to reach the destination, an alternate if required, plus a one (1) one hour reserve under normal cruise conditions.

- q) Minimum Weather for VFR Flights – If operations are limited to traffic pattern altitude within the traffic pattern at T67, the CFC’s minimum weather requirements are visibility 1 mile, and the aircraft must remain clear of clouds. Otherwise, the CFC minimum weather requirements for day VFR flights ceiling 1500’ AGL, visibility 3 miles; the minimums for night VFR flights are ceiling 2500’ CGL, visibility 5 miles. Normally, the minimum enroute altitude for all VFR flight operations outside an airport traffic area is 1500 feet AGL. These are minimums only, and pilots should consider higher personal minimums based on their experience, currency, and proficiency.

- r) Minimum Recovery Altitude for Maneuvering Flight - The minimum altitude to recover from maneuvering flight, i.e., slow flight, stalls, steep turns (45 degrees or more bank), or unusual attitudes is 150 feet AGL. Spins are not an authorized CFC maneuver for demonstration or practice. However, student pilots and rated pilots are expected to know spin recovery procedures.

- s) Simulated Emergency Landings –

 - t) *At Airports:* Simulated emergency landings may be conducted under the CFI guidance.
 - u) *Off Airport:* Simulated emergency landings may be performed at altitude with recovery no later than 1,000 feet AGL.

- v) Leaning Procedures – The use of the Mixture Control Knob POH procedures will be followed to maintain proper engine temperatures, reliability, and longevity with reasonable fuel flows and appropriated power output:

 - w) No leaning below 3,000 feet MSL or on local training flights.
 - x) For aircraft equipped with an EGT gauge, lean to 100 degrees rich of peak exhaust gas temperature (EGT). If uncertain how to do so, ask a CFC approved CFI or Officer.

- y) For aircraft not equipped with an EGT gauge, lean the mixture until engine roughness, then advance the mixture control to a point at least halfway toward the “full rich” position.
- z) Water Operations – When operating over water CFC aircraft will be flown at a sufficient altitude to glide to shore in the event of engine failure, unless doing so would be contrary to the emergency, an ATC clearance, airspace requirements, or an applicable maximum authorized altitude (MAA).
- aa) Required Runway Length and Width – Except in an emergency or with advance approval of the Chief Pilot, members may not land CFC aircraft on a runway unless it has a minimum width of 45’ and a length at least equal to the greater of 2000 feet or the aircraft’s combined takeoff and landing roll under the expected conditions. Runway takeoffs and landings shall be on PAVED surface. Pilots shall be familiar with runway and taxiway conditions prior to the flight to mitigate potential aircraft damage. Soft field landings are only approved by aircraft owner or CFC President.
- bb) Formation Flying – Formation flights are not authorized in CFC aircraft except by members who are CFIs with military formation flight experience and who have received express approval for the specific flight by the aircraft owner or CFC President.
- cc) Routine Operating Expenses Away from T67 – All landing and tie-down fees away from T67 are the responsibility of the CFC member and are not reimbursable. Fuel expenses away from T67 are to be paid by the CFC member.
- dd) Maintenance Expenses Away from T67 – CFC members may incur charges up to \$100 for necessary repairs or maintenance to CFC aircraft while away from T67 and will be reimbursed by the CFC upon the submission of a receipt. Members must obtain advance authorization from the Maintenance Officer or a Board Member before incurring charges for repairs or maintenance in excess of \$100 while away from T67 and any such charges incurred without authorization will not be reimbursed.

- ee) Refueling After Flight - If a member's flight ends at T67 the member will refuel the aircraft immediately; doing so readies the aircraft for the next member's use and helps prevent the condensation of water in the fuel tanks. However, if a member flies a CFC aircraft for one hour or less and has a face-to-face aircraft exchange with the next CFC member scheduled to fly the aircraft, the next member may accept the aircraft without refueling provided no other regulation is violated.

- ff) Use of Towbar – A towbar should be used to maneuver CFC aircraft on the ground with the engine OFF except that it may be pushed or pulled a short distance to or from the fuel pumps at T67, taking care not to apply pressure to an area of the aircraft that might be damaged to include the cowling, spinner, and propeller.

- gg) Securing the Aircraft after Use – Members are responsible for properly securing a CFC aircraft after flight. Adequate steps must be taken to tie down and protect the aircraft from wind, icing, and other conditions. If the temperature is expected to be below freezing, then, in the absence of a positive exchange with the next pilot of the aircraft, all aircraft covers or plugs (e.g., fuselage, wings, horizontal stabilizer, cowling, pitot) should be installed.

- hh) Covenant not to Sue Forms Required – Each member must sign a Covenant Not to Sue Form annually, and non-member passengers must sign a Covenant Not to Sue Form before each flight.

- ii) CFI Flight Check after Aviation Accident – Any member involved in an aviation incident or accident, including an incident or accident not involving a CFC aircraft, may be required to successfully complete checks imposed by the Board of Directors or to comply with other limitations on the operation of any CFC aircraft.

- jj) Off-field or Forced Landing – Any CFC member acting as PIC who is involved in an off-field landing must, if possible, close the flight plan and report the incident to any CFC Officer. The aircraft may not be moved until an FAA certified mechanic has inspected the plane.

- kk) Mandatory Safety Meeting – All CFC members are required to attend a bi-annual safety meeting conducted by the CFC Safety Officer.

- ll) Passengers During Training Flights - No person is permitted to be a passenger on a training flight in a CFC aircraft, unless that person is a CFC member and, in the judgement of the CFI conducting the training, (1) the CFC member would benefit in connection with training he/she is currently receiving toward a new certificate or rating, and (2) the member would not be a distraction during the training flight. Exceptions for specific flights may be approved by the Chief Pilot, President, or Operations Officer.

- mm) Fire Precautions and Procedures – In the event of an aircraft fire, the member shall follow the procedures specified in the aircraft’s POH and checklist.

- nn) Aircraft Avoidance –
 - i) All members will avoid ground collisions and use FAR 91.113 for in flight aircraft avoidance.
 - ii) Pattern Entries:
 - (1) Pattern entries at all airports shall conform to AIM Chapter 4, Section 3 and any instructions published for specific airport in the Chart Supplement Directory.

- oo) Dispatch Procedures After Unprogrammed Landings On or Off Airport –
 - i) *Mechanical Failure:*
 - (1) Notify Staff Member immediately
 - (2) Use available resources to secure the aircraft.
 - (3) Obtain a new weather briefing prior to departure.
 - (4) If the unprogrammed landing was performed by a student pilot while flying solo, said student pilot must obtain authorization before departing from the CFC flight instructor responsible for the CFC student training. This unprogrammed landing must be reported to a CFC Director as soon as possible upon return to T67.
 - ii) *Fuel Exhaustion:* Notify CFC Staff and discuss circumstances and options with an CFC flight instructor. Departure is not authorized without the specific authorization of a CFC flight instructor.

3) CFC FLIGHT OPERATIONS – STUDENT Pilots

- a) CFI Endorsement required for Solo Flights – CFC Student pilots (CFC members holding only a student pilot certificate) are not permitted to fly solo in CFC aircraft until a CFC approved CFI has certified the student's capability to fly that make and model aircraft by signing the student's flight logbook with the endorsements required by FAR subsection 61.87. All student pilot solo flights shall be supervised by a CFI.
- b) Authorization Required by Student's CFI for Each Flight – Each solo flight by a student pilot, whether local or cross country, must be cleared in advance and conducted under the supervision of a CFC approved CFI who has given the student flight instruction. Distance Limits written as an endorsement in the CFC student logbook.
- c) Limited Solo Flights between Flights with CFI – Student pilots may not fly solo more than 10 hours or more than 30 days after a FAR subsection 61.87 endorsement without a dual proficiency flight.
- d) Solo Flights Permitted Only in Daytime – Unless accompanied by a CFC approved CFI, all CFC student pilot flights must terminate no later than official sunset and begin no earlier than official sunrise.
- e) Three Hour Minimum Fuel Required for Solo – Solo flights by student pilots may not be commenced with less than three hours fuel, under normal cruise conditions. Deviations from this requirement due to Density Altitude will be advised by CFI – Check POH for estimated fuel burn.....

- f) Class B Airspace Operations – Student pilots may not fly solo within any Class B Airspace without dual instructions and a proper logbook endorsement required by FAR subsection 61.95.
- g) Crosswind Takeoff and Landing Limitations – Student pilots shall not fly solo when the crosswind component at T67 or the active runway to be used at another airport exceeds 50% of the demonstrated crosswind component for that make and model of aircraft, or the limit set in writing by the student's CFI, whichever is less.
- h) No Touch and Go Takeoffs and Landings – Student pilots are not permitted to do solo touch and go takeoffs and landings at any airport. Those landings should be full stops.
- i) No Special VFR Operations – Student pilots are not permitted to use a CFC aircraft for a cross country solo flight that will result in the aircraft being away from T67 overnight unless weather or emergencies dictate otherwise.

4) CFC Flight OPERATIONS – PRIVATE AND COMMERCIAL PILOTS

- a) Authorization Required for Flights by Private Pilots with Limited Experience
Each flight by a CFC member with a private pilot certificate who has logged less than 200 hours of flying time and does not hold an instrument rating requires clearance in advance by a CFC approved CFI.
- b) Checkouts by CFI – Before acting as PIC, each CFC member must first receive a proper checkout by a CFC approved CFI in each make and model CFC aircraft the member wishes to fly. All members shall have a night checkout by a CFC approved CFI before acting as a PIC for a night flight regardless of the CFC member's previous night flying experience.
- c) Local Flights Only Until Minimum Time in Make and Model – No member shall fly a CFC aircraft as a PIC beyond the local operating area until that

member has logged a minimum of 3 pilot hours in that make and model. The local operating is a 50 NM radius of T67.

d) Approvals for VFR Night Flights Beyond Local Area – CFC Members who are not instrument rated and current on instruments as specified in FAR subsection 61.57 shall not fly VFR at night beyond the local flying area unless the member meets the FAA's and the CFC's night currency requirements and has received advance approval for the flight by a CFC approved CFI.

e) Passenger Carrying Requirements:

i) No CFC member holding a private or commercial pilot certificate may carry passengers in a CFC aircraft until that CFC member has logged a minimum of 3 hours and 10 takeoffs and landings in that make and model aircraft.

ii) No CFC member holding a private or commercial pilot certificate may carry a passenger in a CFC aircraft unless that passenger has signed the CFC's Covenant Not to Sue Agreement.

iii) A CFC member must be acting as a PIC of a CFC aircraft while carrying non-member passengers and must be in a position at all times to have full operable control of the aircraft.

f) Aircraft Operation from the Left Seat – No CFC member may operate a CFC aircraft except from the left front seat unless the member is a CFI, a CFC approved CFI is occupying the left front seat, or the CFC member is training to become a CFI and the flight is a solo training flight under the supervision of, and expressly authorized by, a CFC approved CFI conducting the training.

g) Operation of Complex Airplane – No CFC member holding a private or commercial pilot certificate may act as PIC of a CFC complex airplane unless the CFC member has an instrument rating and has logged at least the following flight experience: 200 total hours, 25 of which are in a retractable gear airplane, 5 the same make and model. A CFC member who does not hold an instrument rating but is under active instruction toward an

instrument rating is required to have at least 25 hours in a complex aircraft or 10 in the same make and model before acting as PIC.

- h) Operation of Multiengine Airplane – No CFC member may act as PIC of a CFC multiengine airplane unless the member has a commercial certificate and multiengine airplane and instrument ratings. In addition, the member must have logged at least the following flight experience: 350 total hours, 50 of which are in a multiengine with at least 5 hours in the same make and model as the CFC multiengine airplane.
- i) Currency Requirements – In addition to the currency requirements in the FAR's, each member must meet the following CFC currency requirements:
 - i) To act as a PIC of a CFC aircraft within a category and class, a CFC member must have made 3 takeoffs and landings within the previous 90 days in a CFC aircraft of the same category and class.
 - ii) To act as a PIC of a specific make and model CFC aircraft, a CFC member must have made 3 takeoffs and landings within the previous 180 days in a CFC aircraft of the same make and model. For purposes of this requirement, the CFC Musketeer is unlike the CFC's Cessna 172N aircraft and Cessna 150M aircraft which are different model aircraft.
 - iii) To act as PIC of a CFC aircraft at night, a CFC member must have made 3 takeoffs and landings at night to a full stop within the previous 90 days.
 - iv) If a CFC member is not otherwise current to act as a PIC of a particular CFC aircraft or, at night, a checkout by a CFC approved CFI is required to become current.
 - v) All CFC members are required to have an annual flight review with a CFC approved CFI. Flight reviews must be in the most complex CFC aircraft that the CFC member flies. If a CFC member flies both SEL and MEL aircraft, the CFC member must have a flight review in both classes.
- j) Instrument Approaches – CFC Members must have an IFR checkout with a CFC CFII to fly in IMC conditions.

5) AIRCRAFT SCHEDULING AND CHARGES

- a) On-line Scheduling of CFC Aircraft – The advance scheduling of CFC aircraft is accomplished through an on-line program called Flight Circle. A new CFC member will be assigned to the program when the initial CFC documents and dues are received and will have access to the web schedule so long as all recurring fees and charges have been paid and the CFC member has not been grounded.

- b) Aircraft Scheduling Priorities – CFC aircraft are generally scheduled on a first come, first serve basis. While every effort will be made to accommodate a CFC member's desires and an existing schedule, the President, Chief Pilot, or Operations Officer reserve the right to revise the schedule according to the following necessities and priorities:
 - i) The grounding or necessary maintenance of an aircraft.
 - ii) The use of an aircraft to accommodate an FAA checkride or a CFC flight check.

- c) Minimum Ground Time – Members should schedule and conduct their flights to ensure a minimum of 15 minutes of ground time between flights.

- d) Computation of Aircraft Rental Charges – Rental charges for flights in CFC aircraft will be computed using the Hobbs meter. All beginning and ending time entries for both the Hobbs meter and the tachometer shall be clearly and accurately made on the time recording forms contained in the aircraft binder and on the CFC aircraft rental form. The Hobbs entries should be to the tenth (10th) of an hour, using the next number on the meter should if the meter is anywhere in the process of changing. Tachometer entries should utilize all digits shown. If the Hobbs meter on the aircraft is inoperative, rental charges shall be equal to the tachometer time to the nearest tenth (10th) of an hour multiplied by 1.2.

- e) Overnight and Cross-Country Flights –

- i) *Definition:* Any flight during which a CFC aircraft is away from T67 for a period exceeding 5 hours constitutes a cross-country flight for billing purposes.
 - ii) *Minimum Daily Hours:* A minimum 3-hour daily charge applies to all cross-country flights.
 - iii) *Overnight use of CFC aircraft:* Cross-country flights of more than 1 day duration must be requested in advance by completing an Advance Reservation form (ask Operations Manager for a copy) and the request must be approved by the President, Chief Pilot, or Operations Officer before commencing the flight. Approvals will consider the current demand for the aircraft to be used.
 - iv) *Limitation to Provide Adequate Training Aircraft:* The use of CFC aircraft for cross-country flights may be restricted by the President or Chief Pilot to ensure that adequate aircraft are available for local training flights.
 - v) *Status Reports While Aircraft Are Away Overnight from T67:* Members on overnight cross-country flights shall promptly provide the CFC with the following status reports by telephone call the CFC approved CFI or an Officer:
 - (1) Arrival at the destination and a telephone number where the member may be contacted,
 - (2) Any significant delay in arriving at the destination or a change in the itinerary,
 - (3) Departure back to T67
 - (4) Any change in the expected date or time the aircraft will be returned to T67, and
 - (5) Any maintenance difficulty, damage to the aircraft, or similar unexpected event.
- f) Failure to Return CFC Aircraft to T67 after Cross-Country Flight - If a CFC aircraft is away from T67 on a cross-country flight, and the CFC member renting the aircraft does not return it to T67 for any reason(s) other than illness, the CFC member shall be responsible for the hourly rental charges of the aircraft plus the round-trip hours of another aircraft used to transport CFC members to retrieve the aircraft. The hourly rental charges

on the aircraft rented by the CFC member shall be the greater of the actual hours for the rental, including the hours flown to bring it back to T67, or the minimum daily charges until it is returned to T67.

- g) Cancellation of Scheduled Flights - Cancellation of all scheduled flights is permissible if the CFC member concludes that the aircraft is not in airworthy condition for the intended flight, the weather is unacceptable to the CFC member, or the CFC member believes he/she is unable physically or mentally to fly safely that day. No CFC member is expected or financially obligated to conduct a flight the CFC member believes would be unsafe. In other circumstances, scheduled local flights must be canceled up to 24 hours prior to the scheduled flight time without penalty. Overnight cross-country flights must be canceled 48 hours prior to the scheduled flight time without penalty. Late cancellations may be excused at the discretion of the CFC Directors. CFC Members will be charged 1 hour of flight time for a late unexcused cancellation of a local flight and two hours of flight time for a late unexcused cancellation of an overnight cross-country flight.

- h) Failure to Appear – A CFC member who has scheduled an aircraft is expected to arrive at T67 in time to complete flight planning, preparatory work, and (if applicable) instructor preflight briefing prior to taking possession of the aircraft at the beginning of the aircraft time block on the schedule. If the member does not arrive within the first 15 minutes of the time block, and suitable arrangements have not been made, the aircraft is released for rescheduling and late cancellation fees will apply. In addition, if a CFI has been scheduled for the period, the member shall be responsible for the anticipated CFI charges for the entire lesson.

- i) Damage to CFC Aircraft – If an aircraft is damaged while rented by a CFC member, the CFC member shall be charged for the insurance deductible applicable to that aircraft and may be responsible for any and all damage to the aircraft if the damage is a result of the member's failure to follow FAR's, these SOP's, CFC PIF's, aircraft checklists, or negligence. In other circumstances, CFC members shall not be responsible for the insurance deductible which will be paid instead from the CFC funds received from members' initial insurance deposits. However, the aircraft insurance

underwriter reserves the right to subrogate. CFC members are required to carry rental insurance with \$50,000 Hull Renters Insurance.

j) Payment of Charges and Credit Card Authorization –

i) Categories of Charges:

- (1) Aircraft Rental and CFI Charges: A CFC member must pay all aircraft rental and CFI charges immediately after completing a flight, or after an unexcused late cancellation. Otherwise, a penalty will be applied.
 - (2) Failure to Return Aircraft Charges: If a CFC member does not return a CFC aircraft on a cross country trip to T67 for reasons other than illness, weather, or maintenance, the CFC member must immediately pay all aircraft rental charges incurred in retrieving the aircraft from another airport and immediately reimburse the CFC for any fuel, tie down, hangar, unauthorized repair charges in excess of \$100, or other charges incurred at another FBO while the aircraft was away from T67 that must be paid to retrieve the aircraft.
 - (3) Aircraft Damages: A CFC member must immediately reimburse the CFC for the insurance deductible applicable to damage to an aircraft if directed to do so by the President, Chief Pilot, or Operations Officer.
- 2) Payment by Check or Credit Card: Members may pay their charges by a personal check, a credit card, a bank-to-bank Zelle direct transfer. If payment is by credit card, 3% shall be added to the total to cover the credit card charges imposed on the CFC. If a CFC member submits a check to pay the charges and the check is returned for insufficient funds, the member is responsible for the payment of an additional charge of \$25.
 - 3) Dues: Each CFC member must remain current in the payment of dues which must be paid in advance. Dues of \$120 per year and other fees are not refundable. Annual dues will be charged on January 1 each year.

6) Deviations

- a) Except for emergencies affecting safety of flight, authority to deviate in any way from these procedures can only be granted by a vote of a quorum of the Board of Directors.

- b) These Standard Operating Procedures shall remain in effect until revised by action of the Board of Directors.**

CONFIRMATION OF HAVING READ, AGREE TO, AND UNDERSTAND THE COWTOWN FLYING CLUB SAFETY AND STANDARD OPERATING PROCEDURES FOR FLIGHT(S) INTO AND OUT OF HICKS FIELD (T67)

I, print name _____,
by my signature below, confirm that I have read, agree to,
and understand the CFC Safety and Standard Operating
Procedures for flights into and out of Hicks Field (T67).

Signature _____

Date _____

Witnessed By: _____