AVIATION EXPLORING

PROGRAM POLICY GUIDELINES

AVIATION EXPLORING POLICIES

1   UNAUTHORIZED AVIATION ACTIVITIES

1.0   Cross-country Flight

Aviation Explorer posts cannot operate aircraft with the sole purpose of getting from point A to point B which would be considered non-commercial flights. Flying in aircraft as part of a search-and-rescue mission is an unauthorized activity.

1.2 Flying Special Airworthiness Class Aircraft

Aviation Explorer posts cannot operate flights using aircraft with FAA SPECIAL Certificate of Airworthiness such as experimental class aircraft, hang gliders, hot air balloons (whether or not they are tethered), sport parachuting, and ultra-light airplanes.

EAA Option: For EAA Young Eagle Flights, aviation Explorer posts can operate experimental class aircraft by only using the YOUNG EAGLES REGISTRATION FORM. A Young Eagle Flight using aircraft with FAA SPECIAL Certificate of Airworthiness is covered by EAA Liability Insurance. Explorers and adult volunteers who choose to operate experimental class aircraft must do so as private individuals and not as participants in aviation Exploring.

1.3 Pilot Rating Certification

Aviation Explorer posts cannot complete pilot rating certification in powered or non-powered aircraft. Explorers and adult volunteers who choose to become pilot certified must do so as private individuals and not as participants in aviation Exploring.

1.4 Post Owned Aircraft

Aviation Explorer posts may not own aircraft. Aircraft that is owned by a post's participating organization is not covered by general liability insurance.

2. APPROVED AVIATION ACTIVITIES

2.1 Basic Flight Orientation Flight

A basic orientation flight is defined as flying within twenty-five (25) nautical miles of the airport and returning to the same airport as the departure, without landing at another location. The pilot in command of the flight must have a Private Pilot Certificate and 250 hours of total flight time and be current under FAR 61 to carry passengers and have a current medical certificate issued under FAR61. The pilot in control of the aircraft must have an IFR rating for after-dark flying. The aircraft must have FAA STANDARD Certificate of Airworthiness, other proper documents, and must be current in all FAA required inspections. The Flying Permit Application and Approval of Parents Consent Form are both required.

2.2 Advanced Orientation Flight
An advanced orientation flight is defined as flying within fifty (50) nautical miles of the departure airport, but the flight may land at other locations before returning to the original departure airport. The pilot in command of the flight must have a Private Pilot Certificate and 500 hours of total flight time and be current under FAR 61 to carry passengers and have a current medical certificate issued under FAR61. The pilot in control of the aircraft must have an IFR rating for after-dark flying. The aircraft must have FAA STANDARD Certificate of Airworthiness, other proper documents, and must be current in all FAA required inspections. The Flying Permit Application and Approval of Parents Consent Form are both required.

2.3 Military Orientation Flights
Commissioned officers and warrant officers of any armed service may act as pilot in command of a military airplane or helicopter that they are current in as the aircraft commander for either a basic or advanced orientation flight in which aviation Explorers are passengers. Insurance requirements, pilot certificates, and pilot medical certificates as listed on page 2 of the application are not required. Only the Aircraft portion on page 2 of the Flying Permit Application identifying the aircraft as military and a parent or guardian consent form for each youth participant attached to the application is required.

2.4 Non-flying Activities
Aviation career seminars; aviation career speakers; aviation career tours; building aircraft; ground school pilot training; and simulators, etc.

2.5 Hands-on Flying Experiences
An Explorer may take control of the aircraft as long as the licensed pilot of the aircraft is in control of the aircraft at all times. The FAA defines this as meaning that the pilot must be able to reach the controls at all times. Aviation Explorer posts may provide hands-on flying experiences through arrangements with flight schools certified by the FAA under Federal Aviation Regulation Part 141, Pilot Schools. However, the program does not include pilot certification. Explores and leaders who choose to take pilot certification do so as private citizens, not as participants in aviation Exploring of Learning for Life. The Flying Permit Application and the Approval of Parents Consent Form are both required.

Examples of hands-on flying experiences available to aviation Explorers include:
- Fundamentals of Fight—Straight and Level Flight, Climbs and Descents, Turns, etc.
- Navigation by Dead-reckoning
- Radio Navigation
- Two-way Radio Communications
- Ground-track Maneuvers—Turns about a ground point, S Turns, Rectangular Patterns, etc.

3 TWO DEEP ADULT LEADERSHIP REQUIREMENTS

Two-deep adult leadership is required for Explorer flying activities, see the [Safety First Learning for Life Guidelines.](#)

3.1 For Basic Orientation Flights
The adult licensed pilot in control of the aircraft is sufficient for the flight while two-deep leadership is maintained on the ground.

3.2 For Advanced Orientation Flights
Two adults are required for the flight. In advanced orientation flights, Explorers may stop at an airport different from the departure airport for an activity. Because of this difference, two-deep adult leadership is required. A licensed pilot is required during the flight.

4. ANNUAL APPROVAL PROCESS FOR POSTS CONDUCTING NUMEREOUS ORIENTATION FLIGHTS

The Flying Permit Application for numerous orientation flights can be approved on the post's annual renewal date therefore eliminating the need to fill out the Flying Permit Application each time the post conducts an orientation flight.

Please use the following approval process:
1. The Advisor should complete the flying permit application.
2. Attach a list of the anticipated orientation flight dates and airport locations planned for the year with the understanding that plans can change.
3. Have all anticipated pilots and aircraft owners fill out a copy of the Aircraft and Insurance Requirements or Pilot Requirements part of the Flying Permit and attach a copy from each pilot or aircraft owner.
4. Attach to the application a copy of the CONSENT FORM Approval by Parents or Guardians submitted by each Explorer parent or guardian.
5. Turn in the Flying Permit Application and all attachments to your local office for approval and save a copy.
6. Make sure as new Explorers are added to your post that you turn in a copy of their parent CONSENT FORM to be attached to the Flying Permit Application on file in your local office.

The Medical Release and Waiver of Claims are probably the two parts of the parent CONSENT FORM that will be of greatest interest to parents and the post Advisor.

The purpose of the flying permit application is to:
(1) To confirm that all anticipated aircraft used by the post meets FAA STANDARD certification with at least $1,000,000 liability insurance with sub-limits no less than $250,000; and
(2) To confirm all anticipated pilots have a current FAA pilot and medical certificate; and

(3) To confirm that each Explorer parent has given approval for participation by their son or daughter for the anticipated dates and airport locations as indicated with an understanding that plans can change.

5. INSTRUCTIONS FOR COMPLETING FLYING PERMIT APPLICATION
(See below for Military Orientation Flights)

5.1 Post Advisor:
Complete the first page and check the Type of Flight on page two. Turn in the Flying Permit Application and all attachments to your local office for approval and save a copy including all attachments.

5.2 Aircraft Owner:
Fill out on page two the Aircraft and Insurance information (may reproduce page two locally as needed for additional aircraft owners).

5.3 Pilot:
Fill out on page two the Pilot information (may reproduce page two locally as needed for additional pilots). (Attach a copy of both the pilot's current certificate and medical certificate. The pilot may white out any personal information that he or she considers confidential such as SSN. The SSN is not required.)

5.4 Parents:
Read completely and fill out the CONSENT FORM for parents (may reproduce locally as needed for each youth participant). The Medical Release and Waiver of Claims are the two parts of the parent CONSENT FORM that will be of greatest interest to parents and the post Advisor.

5.5 Local Office Check List:
Review that all information requested has been provided on the Flying Permit Application. Affix Stamp at bottom of the first page and return a copy of all pages to the post Advisor.
- A parent or guardian consent form for each youth participant is attached to this application.
- A copy of each pilot's certificate and medical is attached to this application. The pilot may white out any personal information that he or she considers confidential such as SSN. The SSN is not required.
- Pilot total hours required (250 hrs. for Basic Orientation Flight and 500 hrs. for Advanced Orientation Flight).
- Aircraft and insurance requirements listed on page 2 of this application are satisfied.

5.6 Military Orientation Flights
Commissioned officers and warrant officers of any armed service may act as pilot in command of a military airplane or helicopter that they are current in as the aircraft commander for either a basic or advanced orientation flight in which aviation Explorers are passengers. Insurance requirements, pilot certificates, and pilot medical certificates as listed on page 2 of the application are not required.

Only the Aircraft portion on page 2 of the Flying Permit Application identifying the aircraft as military and a parent or guardian consent form for each youth participant attached to the application is required.

6 APPENDICIES: Program Resources

- [Safety First Guidelines.](#)

- [Flying Permit Application](#) (see Appendix-Forms section)

- [Youth Protection Training for Adults](#)