

BEFA

Boeing Employees Flying Association

Membership Information





RENTON AIRPORT FACILITY/MAIN OFFICE

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PAINE FIELD, EVERETT FACILITY (Un-Staffed)

Central Ramp, Hangar 61-05

For Additional Information Call Renton BEFA: (425) 271- 2332

INTRODUCTION

The Boeing Employees Flying Association (BEFA) is incorporated in the State of Washington as a non-profit corporation. Its purpose is to foster, promote, and engage in all aspects of flying for Boeing employees, their families, and others permitted by the bylaws.

BEFA facilities are located at Renton Municipal Airport, and at Paine Field, Everett. Members have 24 hours a day, 7 days a week access to the facilities for their flying convenience. The Renton office is staffed 6 days a week to assist members in their flying needs, and to carry out the business of BEFA. In addition, a phone/computer based scheduling system is in use, with 24-hour/day access, from any location.

BEFA owns many aircraft, and uses leased equipment as well, to provide a well-equipped, large, and diverse fleet to suit the flying needs of the members. Flight instruction is provided for all ratings through ATP by a well-qualified, experienced group of member instructors who enjoy assisting other members in reaching their goals. BEFA also offers SES (float) training, and solo use of the float plane outside the local area. * A privilege generally no longer available from area FBO's.

Our members have enjoyed many hours of safe, trouble-free flying at reasonable rates over the past years. BEFA's goal is to continue providing this service while encouraging safety under the "best insurance protection" for its pilots and passengers.

We attempt to answer most questions in this Information Handbook about BEFA and flying. However, if you have questions not found in this booklet, please feel free to call us at BEFA.



ADVANTAGES OF BEFA

FLYING SAFETY. Through professional training, pilot proficiency, guidance, operational rules and information dissemination.

MEMBERSHIP CONVENIENCE. With advance scheduling, 24 hours/day, 7 days/week access to aircraft and facilities, and a full time staff.

INSURANCE COVERAGE. BEFA provides "owner's", not "renter's" insurance. This provides members a very high standard of insurance for their flying.

MEMBER CONTROL. Governed by Bylaws and a Board of Trustees representing the members, and responsive to the best interests of the membership.

COMPANY SUPPORT. Boeing Recreational Council assistance.

FLEXIBILITY OF OPERATIONS. Coast-to-coast and international travel is approved for BEFA members. Members fly from Alaska to the Bahamas and beyond. BEFA offers one of the few opportunities for float operations outside the local, Puget Sound flying area.



PROFESSIONAL FLIGHT INSTRUCTION. Tailored to meet your needs and schedule.

PRIVATE AND INSTRUMENT GROUND SCHOOL. Prepares you for the written examination.

CATS computer-based FAA testing offered at reduced cost to members at the Renton facility.

AIRCRAFT VARIETY. Wide variety of well-equipped, well-maintained fleet of aircraft to minimize delays and downtime.

DISCOUNTED MATERIALS. Pilot materials at bulk-purchase prices.

MEMBERSHIP

BEFA membership is available in six categories:

- 1) **PARTICIPATING MEMBERS.** Boeing employees and retirees; Customer, Vendor and Government representatives stationed at Boeing (***who hold a Boeing identification badge***); and CFIs approved by the Board of Trustees to instruct at BEFA are eligible for Participating membership. They own an interest in BEFA property holdings through a share purchase.
- 2) **FAMILY MEMBERS.** ***Spouses*** and ***IRS dependents*** of Participating members are eligible for Family membership. Family members do not own an interest in BEFA property holdings and are not eligible to vote. The Participating member that sponsors a Family member need not be a pilot and can be a “non-flying” member. Background Checks required.
- 3) **AFFILIATE MEMBERS.** Personnel who are eligible for Participating membership but who are assigned to the Seattle area for a limited time are eligible for Affiliate membership. They do not purchase, or own an interest in BEFA property holdings nor qualify for full membership privileges, such as voting. Basic membership is limited to 6 months, but may be extended, in 6 month increments, with Board approval. A \$200 fee is required for each 6 months of participation. This fee is not applicable to the purchase share for a Participating membership should the assignment status change.
- 4) **ASSOCIATE MEMBERS.** The owner(s) of aircraft leased to BEFA are eligible for Associate membership. Associate members do not purchase a share, nor own any interest in BEFA property holdings.
- 5) **GUEST MEMBERS.** Guest membership is open to:
Individuals whose membership, in the judgment of the Board, would support and benefit the activities of BEFA . Guest members own an interest in BEFA property holdings through a share purchase, but do not hold voting rights in the association. Background Checks required.
- 6) **SERVICE MEMBERS.** Individuals providing services to BEFA are eligible for Service membership. They may, or may not, fly BEFA aircraft in fulfillment of their duties.



AIRCRAFT AND RATES

BEFA maintains a fleet of modern well equipped aircraft to support member needs. Aircraft range from entry level aircraft such as the 2-seat C150 through 4-seat IFR certified C172s, to complex, high performance aircraft. The BEFA fleet also contains a float plane, an aerobatic Citabria, and an approved simulator.

BEFA members pay for flight time based on the rates shown below. *Rates fluctuate up or down with monthly average fuel cost. Example rates calculated on 4/13/15.

#Aircraft	Rate (Tach Time)	Make/Model
3	\$96.62	Cessna 150
4	\$116.53	Cessna 172
3	\$132.66	Cessna 172SP (1999)
1	\$163.65	Cessna 182 Q
2	\$174.51/\$191.86	Cessna 182 RG
1	\$133.62	Citabria 7KCAB (aerobatic)
1	\$157.25	Cessna 172XP Float
1	\$161.72 (Hobbs)	CIRRUS SR20
1	\$241.11 (Hobbs)	Cessna T210
1	\$15-\$20 (Hobbs)	PCATD Simulator

Fleet changes are made in response to membership and requirements. Rates are subject to periodic adjustment by the BEFA Board of Trustees.

BEFA aircraft rates are charged by "tachometer hours" which integrate engine RPM. Using "tach" hours, members pay less while the airplane is running at low RPM during ground operations and slow flight (descents and approaches). This can be a considerable advantage over "Hobbs" meter rates, which most operators use. A Hobbs meter functions as a clock, so you pay the same rate whether taxiing for takeoff or cruising at altitude. Some Hobbs meters are activated when the pilot turns the ignition switch on, so you are being charged before the engine is started. Typical "Tach time" is 75%-80% of "Hobbs time", so BEFA members get more flying using the tachometer than they could with the same money using Hobbs time

Aircraft rates do not include Instructor fees. Instructors are independent of BEFA and each individual establishes their own rates. Rates range from \$45-\$60 hour. Members select and fly with BEFA instructor(s) from the BEFA approved list.

Basic Pilot supplies are available to our members at cost.

Washington State sales tax is collected on the purchase of pilot supplies and the use of aircraft. BEFA monthly dues and insurance premiums are not subject to tax.



MEMBERSHIP COSTS

Initial BEFA membership cost includes a Share cost, an initiation fee, and prorated dues and insurance for the first month.

The ongoing cost of membership consists of monthly dues and insurance, plus costs for usage of aircraft. The monthly dues for all flying members are \$100.00 per month, payable each month in advance.

Subject to Board approval, members may take a Leave of Absence from Active Flying Status for various reasons and duration. LOA dues are \$20.00 per month. LOA status can be requested without restriction for company business that takes them out of Seattle for more than 30 days, physical incapacitation for more than 30 days, personal business that takes them out of Seattle for more than 90 days, or entering school as a full-time student for a quarter or more. Other LOA requests are subject to a 12 month minimum.

New Student applicants may withdraw their membership within 60 days from the acceptance date of their application and receive a full refund of their share provided all other monetary obligations to BEFA have been fulfilled. This gives applicants time to decide if they are satisfied with BEFA and/or flying.



PARTICIPATING AND FAMILY MEMBERSHIP

CLASS I	EQUIPMENT	SHARE
<u>Student/Training</u>	C-150/C-172 or equivalent	\$550.00

A Class I member must move up to a higher class after obtaining the Pilot Certificate.

CLASS II	EQUIPMENT	SHARE
<u>Rated Pilot</u>	All except Float, and Complex/High-Performance planes and Cirrus.	\$650.00

CLASS III	EQUIPMENT	SHARE
<u>Unrestricted</u>	All airplanes	\$750.00

*Shares purchased by new members cannot be sold and are not refundable by BEFA except for Students during the initial 60 day trial period.

A Participating member may be "Non-Flying" to facilitate flying by a family member. A share must be purchased at the class appropriate to the status of the highest activity of any family member. All flying family members, of a non-flying member, must pay dues and insurance. A Non-Flying member pays no monthly fees if a family member is in a flying status.

<u>Membership Cost Summary</u>	<u>CL I</u>	<u>CL II</u>	<u>CL III</u>
Share (Student/Rated/High Perform-Complex)	\$550	\$650	\$750
Initiation Fee*	\$50	\$50	\$50
Monthly Dues (in advance) **	\$100	\$100	\$100
Member Total	\$700	\$800	\$900
Less Balance Carried Forward***	<u>\$300</u>	<u>\$300</u>	<u>\$300</u>
Total Due With Application(Boeing Employees Only)	\$400	\$500	\$600

(* Initiation Fee, Dues and Insurance are not Required for Non-flying Share Holders;
*****Payment plan available only to Boeing Employees.)**



AFFILIATE MEMBERSHIP

Affiliate members do not purchase a share in BEFA, but do pay a \$200 fee for each 6 months of participation. The Board of Directors may, under appropriate circumstances, extend affiliate memberships in increments of 6 months upon payment of a \$200 fee. An affiliate member may convert to a participating member, but the \$200 fee does not apply towards the required share purchase. In addition to the 6 month membership fee, affiliate members pay a \$200 advance flying deposit and are expected to maintain a positive account balance.

Aircraft rates are the same for Affiliate members as for other members. Affiliate members share the same insurance coverage as other members and pay standard monthly rates for Dues and Insurance.

Initial cost for each Affiliate membership is \$550, which is:

- \$50 non-refundable initiation fee;

- \$200 membership fee

- \$200 advance flying deposit; and

- \$100 for first month's dues and insurance (prorated as described above).

The cost of maintaining an Affiliate membership is:

- \$100 per month dues payable in advance;

- and \$200 minimum flying deposit on account at all times.

(Incremental payments are to be made to maintain the deposit as flying charges accrue. Any unused flying deposit, at the time of termination, will be refunded after all outstanding obligations are paid.)

ASSOCIATE MEMBERSHIP

Associate Members do not purchase a share, but instead own an aircraft leased to BEFA. They need not be employed by the Boeing Company.

Associate members may be in flying or non-flying status. If in flying status, they pay monthly dues and insurance, have access to BEFA aircraft including their own, and pay the applicable hourly rate for all BEFA aircraft, including their own.

Associate members enjoy the same privileges (except voting), and considerations as other members, and are encouraged to participate in BEFA activities and social events.

Associate members may become Participating members if they qualify under BEFA Bylaws.

The cost of Associate membership is \$50 initiation fee (non-recoverable) paid to BEFA upon acceptance by the Board of Trustees.

If you or anyone you know is interested in a leaseback arrangement, contact the BEFA staff at (425) 271-2332 for more details.

GUEST MEMBERSHIP

Guest members enjoy the same privileges (except voting) as other members, and are encouraged to participate in BEFA activities and social events.

Guest member applicants must submit an introduction letter with application and photo copy of government identification. Guest applicants are subject to a background check conducted by an agency selected by BEFA. A background check fee is required for Guest Membership.

Guest members pay all fees up front. Guest Members are covered by insurance and pay monthly dues and insurance. Guest Membership slots are limited and may not be available, therefore a waitlist is offered.

SERVICE MEMBERSHIP

The Service membership is offered for volunteers and BEFA contractors (e.g. our maintenance providers) to provide the insurance and legal protection of membership when deemed appropriate. There are no costs associated with this membership. It is, in most cases, a non-flying membership.

INSURANCE

BEFA's insurance provides "owner" protection for our members. Some flying clubs and fixed base operators (FBOs) do not provide insurance, or provide only "renters" insurance. When "renters" insurance is provided, the limits of coverage are often very low.

Insurance carried by many other flying clubs and FBOs often covers only the club or FBO. A pilot, using such an organization's aircraft, could be held responsible for the total amount of any claim. In some cases, a pilot might also have to pay a daily charge to the operator of the aircraft while it is being repaired.

*If you are considering flying with a flying club or FBO, insist on detailed information about insurance coverage.

BEFA COVERAGE

BEFA's aircraft are protected by owner's insurance. For our member's protection, BEFA carries insurance with liability limits of \$2M per occurrence. This liability coverage applies to bodily injury (including passengers) and property damage. The physical damage ("hull coverage") covers actual damage to an aircraft, less a deductible of \$1K.

If equipment damage occurs, a safety review board is held to determine fault, if any, of the pilot-in-command. Members may be assessed no more than the deductible amount. Members will be assessed the full deductible in the event that they are found to have operated the aircraft in violation of the FARs, BEFA rules, or negligently with disregard for safety.



PRIVATE PILOT TRAINING AND LICENSE REQUIREMENTS

To obtain a Private Pilot Certificate, the FAA requires the applicant to hold at least a Third Class Medical Certificate and pass knowledge and flight tests. The FAA requires an applicant to have the following minimum flight experience:

40 hours of flight time, including at least:

- 1) 20 hours of flight training from an authorized instructor
- 2) 10 hours solo flight training (5 hours of cross-country)

The typical pilot will require more than the FAA minimum hours of flight time to complete the rating. The national average is about 76 hours.

The approximate cost for obtaining the Private Pilot Certificate (based on 76 hours Hobbs, 60 Tach-hours, of flight time at \$97/Tach hour can be estimated as follows: (Tach time is about 80% of Hobbs time in a C150)

* 60 tach hours flight time in a C-150 @ \$ 96.62/hour	\$5,797.20
* 30 hours dual instruction @ \$ 45/True hour	1,350
* Third Class Medical Certificate	120
* Miscellaneous pilot supplies	150
* Seven months dues and insurance @ \$100/month	<u>700</u>
	\$8,117.20

No allowance was made for:

- a) Pilot time schedule - 8 hours per month recommended but not required
- b) Flight Test Exam - charged by the examiner
- c) Sales tax
- d) Possible weather delays

BEFA members benefit because:

- a) Quality of training at BEFA is assured through its programmed training curriculum (Jeppesen syllabus -- "Guided flight adventures") and level evaluation system (phase checks) monitored by BEFA's Safety Officer

There are two phase checks: Solo and Final. These provide Quality Control on the instruction you're being given, and an opportunity for you to fly with a variety of instructors. When the time comes to fly with the FAA Designated Examiner during your license examination, it will seem little different than another phase check!

- b) Pilot's logged flight time costs less due to low hourly rates and use of tach hours
- c) Training within the Seattle/Boeing Field/Renton/Everett area prepares pilots to fly into small and large, controlled and uncontrolled airports with complete confidence
- d) Flying in Western Washington broadens pilots' exposure to most types of weather and more challenging terrain than they would find in many other training environments

INSTRUMENT PILOT TRAINING AND LICENSE REQUIREMENTS

The approximate cost for obtaining an Instrument Rating (based on 55 tach-hours – 72 Hobbs hours of flight time at the \$75/tach hour rate is estimated as follows:

* 55 hours flight time in a C-172 @ \$116.53/hour	\$6,409.15
* 55 hours dual instruction @ \$45/hour	2,475
* Seven months dues and insurance @ \$100/month	<u>700</u>
	\$9,584.15

No allowance was made for:

Pilot time schedule - 8 hours per month recommended but not required
 Instrument Ground School - also recommended, but Home Study is an option
 Flight Test Exam - charged by the examiner
 Sales tax
 Possible weather delays

Additional benefits are realized because the hourly cost of this training compares favorably with FAA approved simulator training offered by many commercial operators. Also, the BEFA member gains actual flight experience and knowledge of the ATC environment. BEFA IFR aircraft are equipped with radio packages that exceed minimum FAA requirements and provide avionics redundancy. Many aircraft have IFR approved GPS equipment. BEFA has a PCATD simulator for instrument training. Time in this simulator is loggable.



SUPPLEMENTAL INFORMATION

Extended Cross-Country flights can be scheduled up to two months in advance of the planned departure date. A minimum daily flight deposit is required. Extended flight of no more than 14 days may be taken during the summer months. Time limitations are increased to a maximum of 23 days during the winter months. BEFA pilots are permitted to fly to many exciting places under its insurance coverage. This may not be available with other commercial operators.

Medical Certificates may be obtained using any of the FAA approved doctors.

Leave of Absence status is provided for medical, and for many other, reasons. LOA members pay only \$20 per month dues and get all BEFA publications.

Membership and Board Meetings are scheduled regularly and are open to all members. Membership meetings are scheduled periodically to offer guest speakers, videos, training opportunities, and other aviation related subjects of interest to the members. They also provide an opportunity for member exchange of information with Board members, and each other. Board meetings are held on the third Friday of each month.

Flight Instructor Meetings are held at least four times per year.

Social Events and Other Activities are held throughout the year. They include: safety meetings, spot landing contests, workshops, an annual crab feed, bath & barbecues, Member Fly-Outs, and other activities.

Restoration Projects. Members are encouraged to join in aircraft projects such as the recent rebuild of the Citabria, and restoration of our Cessna 172 N78440, a favorite in the fleet.

Preventive Maintenance. Members can join the BEFA Crew which performs preventive maintenance authorized by the regulations every Thursday evening. This work is supervised by a professional Airplane & Powerplant mechanic with Inspection Authorization.

Aerobatic Training has long been provided by BEFA for its members. BEFA also offers a short aerobatic course for pilots who want to understand aircraft control problems associated with unusual flight situations.

Private Pilot and Instrument Ground Schools. Training courses are offered throughout the year. The "Private Pilot Ground School" course is part of the Boeing off-hour training curriculum. Boeing employees do not pay for the course, or materials. Members who are not Boeing employees can attend similar courses at cost.

WHAT ABOUT THE COMPANY INCENTIVE PROGRAM?

**The following is excerpted from Boeing Company Wide Information Bulletin No 23c
3/18/97**

Flight training incentive program goes companywide

Chairman and CEO Phil Condit has announced that the flight training incentive program, originating in July 1996 within BCAG, will expand to include all employees of The Boeing Company. The program provides an incentive payment to help offset the costs of flight training so that more employees will have the opportunity to learn to fly.

"An essential part of our remaining competitive is supporting learning in all arenas - particularly those related to our business," said Condit. "This program is an extension of our off- hours education and development program, which is one piece of the foundation to build a learning organization."

All Boeing employees will be eligible to receive the following incentive payments for flight training:

\$500 once they have successfully completed their first solo flight.

\$1,000 once they have received their pilot's license. (The payment pertains only to the acquisition of a private pilot's license for single-engine fixed-wing aircraft.)

The incentive program applies to training provided by any instructor who is certified by the Federal Aviation Administration. The instructor must have a valid FAA instructor's certificate. Only first solo flights and pilot's licenses obtained after Aug. 1, 1996, will be covered. Reimbursement will not apply toward additional training for pilots who want to upgrade their ratings or for those who have let their currency lapse.

The College Studies organization will be the focal point for administering the incentive payment. (BCAG employees should note that this is a change from the former process.) Once a successful solo flight is accomplished, a copy of an instructor-signed certificate must be sent to College Studies at WS 3W-HL to begin the payment process.

Once a pilot's license is received, the employee must provide a copy of the license to College Studies. Along with copies of the solo certificate or pilot's license, the employee must provide, their full name, social security number, work phone number, and mail stop.

This offer is intended to cover only a portion of the costs of learning to fly. Each student pilot is, in effect, on a self-directed learning program, so the amount of training time and the associated cost will vary for each student. Employees should expect to pay a substantial portion of the costs out of their own pockets. Learning to fly also requires a significant investment in time.

Any questions regarding the flight training incentive program may be answered by the Learning Together Program.

HOW DO I JOIN?

1. Obtain an application form from the BEFA Renton office or print one from the 'Resources Tab' off www.Befa.org
2. Fill out the two page application. If you have a Boeing Badge, BEFA staff will need to physically see it to verify employment.
3. Submit your application to the BEFA office staff in person, by US, or in-plant mail (94-35). The BEFA Board will review your application at the monthly meeting – normally on the third Friday of the month.
4. Ask the staff to provide a list of BEFA instructors who will get you started with necessary training and/or check-rides.
5. BEFA orientations are available where procedures will be explained. The staff will tell you when, and where sessions are to be held.
6. ENJOY!!