

Western Air Flight Academy

Enrollment Certificate

This is to certify that

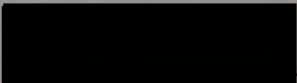
Justin Watkins

is enrolled in the Federal Aviation Administration Part 141 approved

Commercial Pilot Certification Course - Airplane

conducted by Western Air Flight Academy, WQ5S788K.




Chief Instructor

1/11/2022
Date of Enrollment

337's / STC & WB into.

[illegible]

PROPELLER
MAINTENANCE
RECORDS

s.com

INSTRUMENT MANEUVERS AND PROCEDURES

COMMERCIAL AND MULTI-ENGINE MANEUVERS AND PROCEDURES

[illegible]

[illegible]

GRADING
1 = Excellent
2 = Above Average
3 = Average
4 = Below Average
5 = Below Acceptable Standard

Instructor's Signature and Remarks

PRE- AND POSTFLIGHT BRIEFINGS
LESSON GRADE
STUDENT INITIALS

1



The primary consideration on all flights is the safe operation of the aircraft and the safe outcome of every flight.

The Federal Aviation Regulations and Aeronautical Information Manual (FAR/AIM), the Airplane Flying Handbook (FAA-H-8083-3A), and the airplane's Pilot's Operating Handbook (POH) or Pilot Information Manual (PIM) are the primary reference materials to support pilot judgement and decision making in the safe operation of their aircraft.

These Safety Procedures give information on areas that need special attention and items that are sometimes overlooked. WAFA reserves the right to refuse the dispatch of an aircraft if it is determined that the flight cannot be carried out safely.

Section 1: Weather Limitations

A. Dual Instructional Flights

Dual (VFR): All dual instructional flights conducted under Visual Flight Rules (VFR) must comply with the cloud separation, ceiling and visibility requirements of 14CFR 91.155.

Special VFR: Dual, instructional flights may be conducted under Special VFR as defined in 14CFR 91.157, if the instructor holds an Instrument Instructor certificate and meets IFR currency requirements.

Dual (IFR): No dual instructional flights conducted under Instrument Flight Rules (IFR) may depart under IFR unless weather conditions are at or above the weather minimums for IFR landing at that airport, and the visibility is 1 statute mile or greater. The instructor must meet the currency requirements of 14CFR 61.57 and 61.195(c). An appropriate alternate airport must be designated as per 14CFR 91.169.

Maximum Wind: Wind limits on dual training flights are at the discretion of the instructor, not to exceed 30 knots at the surface. No departures are permitted when the current or forecast wind conditions for the proposed duration of flight are in excess of the aircraft's published demonstrated crosswind component, or if none is specified, 15 knots crosswind component.

B. Student Solo Flights

Solo – Local: Certificated student pilots, in solo local flight, are required to have a minimum of a 3,000' ceiling and 10 statute miles visibility. The student's flight instructor or a designated flight instructor must supervise the solo student flight.

Students training under 14CFR Part 141 who are certificated at or above the private pilot level will comply with 14CFR 91.155, however, flight in uncontrolled airspace will comply with the cloud clearance, ceiling and visibility requirements of class E airspace.

Student Pilots are prohibited from conducting Special VFR operations.

Solo – Cross Country: Certificated student pilots, in solo flight, will not depart on any cross-country flight unless the current and forecast conditions for the duration of the flight will be at or above a 5,000' ceiling, and 10 statute miles visibility. The student's flight instructor, or an instructor designated by the student's primary instructor, must supervise each solo student flight.

Students training under 14CFR Part 141 who are certificated at or above the private pilot level will comply with 14CFR 91.155, however flight in uncontrolled airspace will comply with the cloud clearance, ceiling and visibility requirements of class E airspace.

Students who do not hold a current Instrument Rating are prohibited from conducting VFR Over-The-Top operations.



Maximum Wind: Students within Stage I of the Private Pilot Certification Course are limited to surface winds of 10 knots or less, as endorsed by the student's flight instructor. Students within Stage II and Stage III of this course are limited to surface winds of 16 knots or less, as endorsed by the student's flight instructor.

Students training under 14CFR Part 141 who are certificated at or above the private pilot level will not conduct flight operations when the current or forecasted wind conditions are in excess of 30 knots or of the aircraft's published demonstrated crosswind component.

Check rides: The candidate is responsible for determining that the check ride flight can be conducted safely and within standards.

C. Open Rental Flights

Visual Flight Rules: All open rental flights conducted under VFR must comply with 14CFR 91.155. Those flights operating in uncontrolled airspace will comply with the cloud clearance, ceiling and visibility requirements of class E airspace.

Special VFR: Rental pilots may conduct operations under Special VFR if the pilot holds an Instrument rating, meets the currency requirements of 14CFR 61.57, has completed an annual instrument proficiency check with a Western Air instructor, and the aircraft is equipped for IFR flight in accordance with 14 CFR 91.205d.

Instrument Flight Rules: No open rental flights conducted under Instrument Flight Rules (IFR) may depart under IFR unless weather conditions are at or above the weather minimum for an IFR landing at that airport and the visibility is 1 statute mile or greater. Rental pilots who have not successfully completed an instrument proficiency check with a Western Air instructor within the preceding six calendar months will increase all approach minimums by 200 ft and one statute mile visibility. An appropriate alternate airport must be selected as per 14CFR 91.169.

Maximum Wind: Western Air Flight Academy prohibits departures when the sustained wind meets or exceeds 30 knots or when the current wind conditions for the proposed duration of flight are in excess of the demonstrated crosswind component of the aircraft to be flown.

Section 2: Flight Operations

A. Pre-Flight Requirements

1. Aircraft are dispatched from the front desk.
2. Preflight should follow the aircraft manufacturers' checklist or the one provided in the airplane's flight dispatch book.
3. Clean windshield as necessary.
4. Completely remove any accumulations of ice, frost, and snow from all aircraft surfaces.
5. Do not load or unload the aircraft when its engine is running.

B. Engine Start and Taxi

Starting Procedures

1. A flight instructor will be present and available for all pre-solo engine starts.
2. A fire extinguisher will be available for all starts.
3. When ready to start the engine, the pilot must fully clear the area by looking in all directions to make sure nothing is or will be in the vicinity of the propeller and calling "Clear Propeller".
4. Refer to FAA-H-8083-3A for information on engine start and taxi procedures.
5. Hand propping to start an aircraft engine is prohibited.

INTRODUCTION

Section 4 provides checklist and amplified procedures for the conduct of normal operation. Normal procedures associated with Optional Systems can be found in Section 9.

SPEEDS FOR NORMAL OPERATION

Unless otherwise noted, the following speeds are based on a maximum weight of 2300 pounds and may be used for any lesser weight. However, to achieve the performance specified in Section 5 for takeoff distance, the speed appropriate to the particular weight must be used.

Takeoff, Flaps Up:	
Normal Climb Out	70-80 KIAS
Short Field Takeoff, Flaps Up, Speed at 50 Feet	59 KIAS
Enroute Climb, Flaps Up:	
Normal, Sea Level	75-85 KIAS
Normal, 10,000 Feet	70-80 KIAS
Best Rate of Climb, Sea Level	73 KIAS
Best Rate of Climb, 10,000 Feet	68 KIAS
Best Angle of Climb, Sea Level	59 KIAS
Best Angle of Climb, 10,000 Feet	61 KIAS
Landing Approach:	
Normal Approach, Flaps Up	60-70 KIAS
Normal Approach, Flaps 40°	55-65 KIAS
Short Field Approach, Flaps 40°	60 KIAS
Balked Landing:	
Maximum Power, Flaps 20°	55 KIAS
Maximum Recommended Turbulent Air Penetration Speed:	
2300 Lbs	97 KIAS
1950 Lbs	89 KIAS
1600 Lbs	80 KIAS
Maximum Demonstrated Crosswind Velocity:	
Takeoff or Landing	15 KNOTS