

SAFETY & UP TR



Student Safety Manual

PTC Safety and Operating Procedures

Received on Date: _____ Student Signature: _____

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Weather Minimums for Dual and Solo Flights

Student Pilot Operations

Flight Condition	Visibility*	Ceilings*	Wind	Cross Wind
Local Dual	3	1000	20kts	10kts
Local Solo	5	2000	15kts	7kts
Solo Pattern	5	1500	15kts	7kts
Dual Pattern	3	1500	20kts	10kts
X/C Dual	5	2000	15kts	7kts
X/C Solo	7	3000	12kts	5kts
Night Dual	5	1500	15kts	7kts
Night Solo	5	2000	15kts	7kts

*If VFR minimums are greater than the above, those minimums will prevail.

Engine Starting and Taxiing Procedures

The ramp is a potentially hazardous area and safety must be exercised when conducting activities in this area. Aircraft taxiing, maintenance and fueling, truck operation and pilot movement may make the ramp extremely busy at any given time. Only authorized personnel, customers and their passengers are allowed on the ramp.

Engine Starting

- All aircraft will be started in accordance with the check lists provided in the aircraft.
- Pilots must visually and verbally ensure that the prop area is clear prior to starting any aircraft engine.
- Beacon lights must be turned on prior to starting the engine.
- Customers and personnel are strictly prohibited from hand propping. If there are difficulties starting aircraft, please notify the front desk and/or maintenance.
- External power plugs are to be used for starting difficulties by line maintenance personnel only.
- Cold weather starting will be made with a fire extinguisher and line maintenance personnel or qualified instructor in attendance.

Taxiing

- All aircraft will be taxied in accordance with the check lists provided in the aircraft.
- Aircraft brakes should be tested at the start of taxiing.
- In congested ramp or taxiway areas, taxi speed should be no more than that of a slow walk.
- In all areas, taxi speed should be no more than that which allows the pilot safe and positive control of the aircraft.

Fire Precautions and Procedures

- Fire extinguishers can be found in all aircraft
- Smoking is prohibited on the ramp, in aircraft, within 100 feet of aircraft, and in all school buildings.
- Smoking is only allowed in designated areas in the parking lot.
- When fueling, extreme caution must be used. Aircraft must be grounded prior to fueling.
- In case of engine fire when starting, attempt to extinguish the fire by continuance of engine cranking to suck the flames back into the carburetor. If this fails, shut down all systems, including mixture control to idle cut-off and evacuate the aircraft immediately.

Re-dispatch After Unprogrammed Landing

The following steps need to be followed if you land at airports or locations other than listed on your flight dispatch form:

Landing at an airport that is not listed on the dispatch form:

1. Contact the school and inform us of the reason for the unprogrammed landing.
2. A flight instructor will need to issue re-dispatch instructions before resuming flight for all student pilots.
3. If you hold at least a private pilot certificate, you can resume flight after notifying the school of the unprogrammed landing, assuming there was no emergency that necessitated the unprogrammed landing.

Landing off airport:

1. The flight shall be terminated; do not make an attempt to takeoff from an unimproved location.
2. Secure the aircraft as best as the situation allows and contact the school for further instructions.

In cases of mechanical or medical emergencies:

1. Once your safety and the safety of your passengers is ensured, secure the aircraft as best as the situation allows and contact the school for further instructions.
2. Terminate the flight and do not attempt further flight.

Aircraft Discrepancies and Return to Service Determinations

- Aircraft discrepancies should be reported to Flight Operations as soon as possible.
- Discrepancies observed during preflight should be reported before leaving the ramp.
- Discrepancies during flight should be made at the termination of the flight.
- If a serious discrepancy develops during a local flight, return to the base airport immediately and report to Flight Operations.
- If a serious discrepancy develops during a cross-country flight, immediately land at the nearest airport you can safely navigate and call Flight Operations.

Aircraft that have reported discrepancies will only be released for flight after inspection and authorization from qualified maintenance personnel.

Securing of Aircraft When Not In Use

The appropriate aircraft securing practices are required at the termination of each flight:

- All aircraft should be secured with control locks and appropriate tie downs after each flight.
- The master switch should be off and the aircraft doors locked.
- The use of chocks is recommended when securing an aircraft at a location other than the primary training airport, or if the flight is the last known flight of the day.

Fuel Reserves for Local and Cross-Country Flights

The following are minimum fuel reserves required for local and cross-country flights:

Local flights

- At least one hour fuel reserve must be planned for each flight.

Cross-country flights

- At least one hour fuel reserve must be planned for each flight.

Collision Avoidance

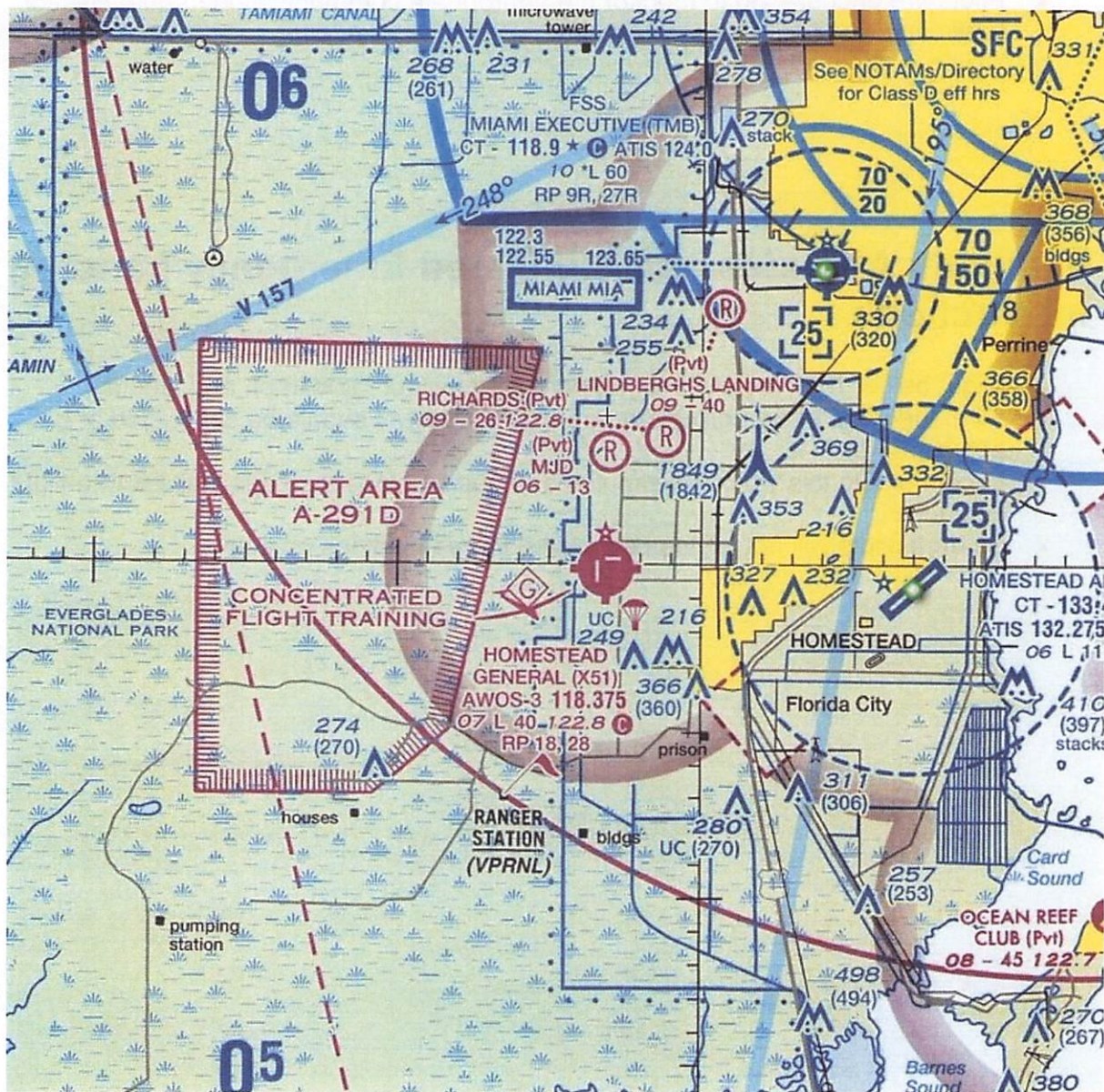
- Pilots must maintain continuous traffic surveillance both in flight and on the ground.
- Clearing turns should be performed before initiating flight maneuvers to ensure the area is free of conflicting traffic.
- Pilots are encouraged to monitor the appropriate communication frequencies for traffic activity at non-towered airports.

Minimum Altitudes and Simulated Emergency Landing Instructions

- Flight below 1000 feet AGL is not permitted except for take off and landing.
- All maneuvers except ground reference maneuvers should be conducted at or above 1500ft AGL.
- Exceptions to this would be simulated forced landings on a dual flight with a flight instructor.
- Student pilots will not attempt simulated forced landings on solo

Designated Practice Areas

Alert Area A-291D should be used for practicing pilot maneuvers when operating from KTMB or X51. Alert Area A291-D is located approximately 10 miles southwest of Kendall Tamiami Airport and 3 miles west of Homestead General. The graphical depiction of the alert area can be found on the Miami sectional aeronautical chart



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Alert Area A-291A should be used for practicing pilot maneuvers when operating from KLNA. Alert Area A291A is located approximately 21 miles southwest of Lantana Airport. The graphical depiction of the alert area can be found on the Miami sectional aeronautical chart



General Rules and Procedures

- All student pilots must receive approval for solo flights from a qualified instructor who is on the airport. (CFR 14 Part 141.79(b).)
- A preflight inspection must be performed before each flight.
- All frost, snow and ice must be removed from all aircraft surfaces, windows and windshield before flight.
- All flight must be conducted in accordance with all school, local and FAA regulations and procedures.
- Acrobatic maneuvers are prohibited.
- Spins will be practiced only when a qualified flight instructor is on board.