

Part 141 Safety Procedures and Practices

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Section I: Weather Minimums

Student Pilot Operations

Flight Operation	Visibility	Ceiling	Max Wind	Crosswind Component
Dual VFR Local	6 SM	1,000 feet	26 knots	15 knots
Dual VFR Cross Country	8 SM	2,000 feet	26 knots	15 knots
Solo VFR Local	8 SM	2,000 feet	18 knots	10 knots
Solo VFR Cross Country	8 SM	3,500 feet	18 knots	10 knots
Night Dual	8 SM	2,000 feet	18 knots	10 knots
Night Solo	10 SM	4,000 feet	15 knots	5 knots

Additional weather-related restrictions:

- No student pilot flight, dual or solo, may takeoff from its departure airport if the density altitude is greater than 7500'.

Private Pilot Operations

Flight Operation	Visibility	Ceiling	Max Wind	Crosswind Component
Dual VFR Local	6 SM	1,000 feet	26 knots	15 knots
Dual VFR Cross Country	8 SM	2,000 feet	26 knots	15 knots
Solo VFR Local	8 SM	2,000 feet	18 knots	10 knots
Solo VFR Cross Country	8 SM	3,500 feet	18 knots	10 knots
Night Dual	8 SM	2,000 feet	18 knots	10 knots
Night Solo	10 SM	4,000 feet	15 knots	5 knots

Additional weather-related restrictions:

- No private pilot flight, dual or solo, may takeoff from its departure airport if the density altitude is greater than 7500'.

Section II: Engine Starting and Taxiing Procedures

Engine Starting Procedures

- All passengers will be briefed before all flights on the use of seat belts, operation of exits and doors, and the location and use of any fire and survival equipment installed in the aircraft.
- Left seat occupant and/or PIC should ensure the priming knob is in and secure prior to starting the aircraft.
- Before starting any engine on the ramp, all pilots must visually ensure that the propeller area is clear. Visually check the areas in all directions to clear the propeller arc as well as the prop blast area behind the aircraft. In addition, the pilot will call "CLEAR" before the propeller turns in a loud voice and listen for any response prior to starting the aircraft.
- Under no circumstances will a student start and taxi the aircraft out from a hangar.
- The anti-collision lights (beacon or strobes as appropriate) should be turned on prior to starting the engine.
- The engine may not be started if an aircraft on either side is being fueled.
- Seat belts and shoulder harness in all occupied and unoccupied seats will be securely fastened prior to starting the engine.

Taxiing Procedures

- While taxiing, use power to control speed. Do not ride the brakes.
- Taxi speed should not exceed the appearance of a brisk walk. Be sure that your taxi speed allows the pilot to maintain positive control at all times.
- Get clearances from the control tower at controlled airports, or make all intentions known on CTAF at non-towered airports.
- Taxi with the nose wheel on the taxiway centerline stripe.
- During taxi, pilots will vocalize "Clear Left" and "Clear Right" to verify that nearby objects on either side of the aircraft pose no collision threat.
- When observing an aircraft taxiing in proximity to other objects give assistance by checking their clearance and give a thumbs up or down for clearance.
- When the aircraft first starts to move for taxi, pilot(s) will check the brakes for proper operation.

Section III: Fire Precautions and Procedures

- Students should review and follow the appropriate Pilot Operating Handbook (POH) and aircraft checklist for specific fire procedures.
- Smoking and the use of other tobacco products is not permitted in any flight school aircraft or building.
- Smoking is prohibited within 50 feet of any aircraft, fueling operation, or fuel storage tank.
- Fire extinguishers are located at the exits of the main hanger. Students should familiarize themselves with extinguisher locations and use.
- Fire procedures are included in the aircraft checklist. Appropriate checklist procedures will be followed in the event of a fire. Pilots should memorize all immediate action steps.
- If a fire is detected, students should immediately notify flight school management, a flight instructor, or an airport employee.
- Students and instructors should never risk personal injury to save an aircraft during a fire.

Section IV: Redispatch Procedures Following Unprogrammed Landings

Landing at an airport that is not part of the approved flight plan:

1. Secure the aircraft.
2. Contact the flight school to explain the circumstances of the unprogrammed landing.
3. Depending on input from the chief instructor or his/her designated representative:
 - Wait for pick up by another aircraft or vehicle;
 - Prepare the aircraft for departure and continue the previously planned flight; or
 - Prepare the aircraft for departure and return to home base.

Landing off airport:

1. Ensure your safety and the safety of any passengers on board as a first priority.
2. As the situation allows, secure the aircraft.
3. The flight is immediately terminated.
4. Contact the flight school for further instructions.

Landing as the result of a mechanical or medical emergency:

1. The flight is immediately terminated. Never try to take off from an unimproved location.
2. Secure the aircraft as best you can.
3. Ensure the safety of the occupants on board the aircraft.
4. Contact the flight school for further instructions.

Landing as the result of inclement weather:

1. Secure the aircraft.
 2. Contact the flight school about the circumstances of the unprogrammed landing.
 3. Discuss the weather forecast with the chief instructor or his/her designated representative and determine when/if further flight operations will commence.
 4. Depending on input from the chief instructor or his/her designated representative:
 - Wait for pick up by another aircraft or vehicle;
 - Prepare the aircraft for departure and continue previously planned flight; or
- Prepare the aircraft for departure and return to home base.

Section V: Aircraft Discrepancies and Return to Service Determinations**Noting Aircraft Discrepancies**

Each and every observed aircraft discrepancy must be reported to flight operations as soon as practicable after discovery to be noted in the dispatch records. Serious discrepancies have the potential for immediate and/or catastrophic consequences.

- If a discrepancy is observed during the preflight inspection:
 1. Report the discrepancy to flight operations.
 2. A certified flight instructor or aviation mechanic will determine if the discrepancy warrants cancellation or delay of the flight using the method identified in 14 CFR Part 91.213.
 - If the certified flight instructor or aviation mechanic determines the aircraft is safe and legal for flight, that individual should sign the dispatch release where the discrepancy is recorded, returning the aircraft to service.
 - If the certified flight instructor or aviation mechanic determines the aircraft is not safe and legal for flight, the flight should be canceled or rescheduled for another aircraft, if one is available.

Any open discrepancies must be resolved and signed-off by a certified aviation mechanic at the aircraft's next scheduled maintenance.

- If a discrepancy is observed during flight:
 1. Report the discrepancy to flight operations upon return to the airport.
 2. If possible, notify the instructor and/or student of the next flight using the affected aircraft of the issue.
 3. A certified flight instructor or aviation mechanic will determine if the discrepancy warrants cancellation or delay of the next applicable flight using the method identified in 14 CFR Part 91.213.
 - If the certified flight instructor or aviation mechanic determines the aircraft is safe and legal for flight, that individual should sign the dispatch release where the discrepancy is recorded, returning the aircraft to service.
 - If the certified flight instructor or aviation mechanic determines the aircraft is not safe and legal for flight, the flight should be canceled or rescheduled for another aircraft, if one is available.

- Any open discrepancies must be resolved and signed-off by a certified aviation mechanic at the aircraft's next scheduled maintenance.
- If a serious discrepancy is observed during a local flight:
 1. Return to the airport in a safe but efficient manner.
 2. If necessary, the PIC should not hesitate to declare an emergency and receive priority assistance.
 3. Flight operations should be notified of the problem if and when it is safe to do so.
 4. Upon return to the airport, the aircraft should be grounded and turned over to maintenance for further inspection and/or repair.
- The PIC should provide flight operations and maintenance with a detailed explanation of the incident.
- If a serious discrepancy is observed during a cross-country flight:
 1. Make a safe landing at the nearest appropriate site with an airport being the obvious first choice if such a landing is possible.
 2. If necessary, the PIC should not hesitate to declare an emergency and receive priority assistance.
 3. As soon as it is safe to do so, notify flight operations of the issue.
- 4. Terminate the flight and await further instructions.

Making Return to Service Determinations

Only a certified flight instructor or aviation mechanic may return an aircraft to service after a discrepancy has been noted. The individual making that determination must use sound judgment and the method identified in 14 CFR Part 91.213 during the process.

Flight students are prohibited from operating in any aircraft that have open discrepancies, not signed-off by a certified flight instructor or aviation mechanic.

Section VI: Securing of Aircraft

When securing aircraft post-flight, the approved checklist should be used to ensure nothing is overlooked. General procedures include:

- Aircraft are to be tied down and chocked when at home base tie downs.
- Aircraft are to be chocked and the hangar doors closed when stored at home base hangars.
- Chocks and tie downs are to be carried on each flight for use at each airport other than the home airport.
- Control locks are to be inserted and each aircraft door must be locked after each flight.
- Aircraft Covers should be placed appropriately after each flight.

Section VII: Fuel Reserves

At the conclusion of each flight, the following minimum fuel reserves must be present in the fuel tanks.

Local VFR Flights	1 hour
Cross-Country VFR Flights	1 hour
IFR Flights	1 hour

Section VIII: Collision Avoidance Procedures

The following procedures will be used in collision avoidance during ground operations.

- PIC will visually and verbally "clear left and clear right and clear ahead" as appropriate before any movement on the ground.
- PIC will self-announce all movement intentions at a non-towered airport or coordinate movement with ground control at a towered airport.
- PIC will be alert to the operations of other aircraft and ground vehicles.

The following procedures will be used in collision avoidance during flight operations.

- Pilots will be vigilant for other traffic in the air and not become preoccupied by in-flight duties to the point that collision avoidance scanning technique is lost.
- Clearing turns will be performed before using the flight maneuver area.
- Flight instructors will assist with collision avoidance scanning at all times, but the student is equally responsible for scanning the area, except in the case of simulate instrument instruction.
- Pilots should monitor the NORCAL approach practice area frequency as well as local airport traffic frequencies to make position reports as necessary and to listen for other aircraft.

Section IX: Minimum Altitudes and Simulated Emergency Landings

Minimum Safe Altitudes

The minimum safe altitudes regulated by 14 CFR Part 91.119 are in effect at all times with operating in flight school aircraft. That regulation states that, except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
- Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

Simulated Emergency Landing Procedure

- When a simulated emergency landing is conducted, it will only be initiated by a certified flight instructor on dual instructional flights.
- All simulated engine failures will be simulated by the reduction of throttle, with no other method being acceptable.
- If the simulated emergency landing site is off airport:
- The area below the aircraft must be suitable for an emergency off field landing in case of a real emergency.
 - The flight may not continue below the altitude specified in 14 CFR Part 91.119.
 - Care should be taken to not disturb persons or property on the ground with loud engine noises during go around procedures.
- If the simulated emergency landing site is a suitable airport:

- Care should be taken to not adversely affect other aircraft in the airport traffic pattern.
- Intentions should be clearly announced over the radio and such operations should be aborted at any time those operations may cause a conflict with other traffic.

Section X: Practice Areas

North Pyramid Practice Area

The North Pyramid Practice Area is defined by Radial 335• 15 DME north from the FMG VOR, to the Radial 005• 15 DME north of the FMG VOR, extending to Pyramid Lake and defined by the Radial 340• 25 DME north from the FMG VOR to the Radial 005• 25 DME north of the FMG VOR.

See Appendix A for maps.

Nervino Practice Area

The Nervino Practice Area is defined as the area over highway 395, north of the Cold Springs neighborhood, extending to the west over Beckworth pass and covering the valley south of the Nervino airport.

See Appendix A for Maps.

Section XI: Other Rules and Procedures

Dispatching of Flights

- All flights, solo and dual, must be approved by the student's assigned instructor or his/her designee.
- All cross-country flight planning must be done prior to getting access to the aircraft keys. If the student is not prepared for his/her flight at the time on the flight schedule, the student flight slot will be given to another student. The student cross-country navigation log must be signed by his/her instructor or the instructor designee prior to receiving the aircraft keys.
- All flights to be dispatched out of the area must have their intended flight plan listed in the schedule comments.
- Solo student flights to TVL, TRK, 2O1, GOO, BLU are prohibited.

Appendix A

Reference Attached PDF Labeled:

NV FLIGHT PYRAMID PRACTICE AREA MAP

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NV FLIGHT NERVINO PRACTICE AREA MAP