



---

Company Flight School Manual-Private pilot Airplane  
Safety Procedures

---

# 141 Approved Flight School Safety Procedures





## Safety Procedures

### Record of Revision

**Note:** See this manual for a description of the process for distributing, generating, and recording revision to the manual. If a control paper copy of the manual has been assigned it shall have its revisions properly entered and recorded.

Revision Number	Date	Pages Affected	Revision Level	Insertion Date/ Initials/Transmission Date
Original issue	03/17/1989		0	08/26/1998
1	08/02/2010	Fully digitalized	1	08/04/2010
2	07/28/2011	The change suggested by SJC FSDO	2	07/28/2011
3	07/18/2012	Added paragraph to item 3. Squawk procedure	3	07/18/2012



---

Company Flight School Manual – Airplanes  
Safety Procedures

---

## Safety Procedures

Throughout this document reference is made to students and pilots. When the word student is used it means a person who has enrolled the training course and is undergoing training for any pilot certificate or rating. When the word Pilot is used it means a person who holds a valid Pilot Certificate and can operate as Pilot in Command and is authorized to rent aircraft at Nice Air.

1. Per FAR 14193(a)(3)(ii). Preflight and starting procedures will be carried out in accordance to the checklist provided with the aircraft. While taxiing the aircraft near other aircraft, a speed equal to a slow walk will be maintained. A moderate walking speed will be used for taxiing outside other aircraft on the ramp.
2. Per FAR 141.93(a)(3)(iii). A fire extinguisher is located along hallway in front of the bathroom, top of the stairway, at the bottom of the light pole along the taxiway zulu and each hanger row. This is for the use of all students or flight instructors in the case of a fire. All flight instructors will be sure all students know the location.
3. Per FAR 141.93(a)(3)(v). Aircraft with any discrepancies will be noted on the “Squawk” section in FCMS system at the front desk. The student and pilot will record these discrepancies on the Squawk section after the flight. Maintenance checks the squawk every morning, Monday – Friday. Any open Squawks not cleared by maintenance must have authorization by a flight instructor prior to student flight.

Any aircraft undergoing maintenance must have a tag at the front desk stating the aircraft is in maintenance. The aircraft flight bag must be removed from the front desk. The flight bag will be placed in the aircraft flight bag shelf located in the Nice Air Maintenance office. The flight bag may not be return to the front desk and aircraft may not be returned to service unless authorized by the Nice Air maintenance staff.

4. Per FAR 141.93(a)(3)(i). No student may solo any of Nice Air’s aircraft unless weather minimums are at least: Ceiling 3,000 feet and 5 miles visibility. Dual instruction or Pilot renters flight weather minimums will be ceiling 1,500 feet and 3 miles visibility. For instrument dual flight instruction, weather minimums will be: ceiling of 800 feet and one statute mile visibility.
5. Per FAR 141.93(a)(3)(vi). After all dual flights, the student will ensure the security of the aircraft by the tie-down ropes, or chains provided at the tie-down area. After all solo flights, the student will ensure the security of the aircraft with the tie-down ropes or chains.
6. Per FAR 141.93(a)(3)(vii). All flight must comply with the fuel requirement in accordance with FAR 91.151(VFR) or 91.167(IFR) as appropriate No cross-country flights will be made over three hours without a refueling stop. Local flights will not be made without at least two and one-half hours of fuel in the aircraft.
7. Per FAR 141.93(a)(3)(viii). All dual and solo flights will avoid other aircraft by using the right-of-way rules under FAR 91-67. All students will review this regulation. Always assume the other aircraft does not see you. Perform clearing turns before maneuvers, shallow S-turns during climb and descent or com-



---

Company Flight School Manual – Airplanes  
Safety Procedures

---

- bination of them to see and avoid other traffics.
8. Per FAR 141.93(a)(3)(ix). Except for take-off and landings, all students will practice all air work, above 3,000 feet AGL. Ground reference maneuvers will be done at a minimum altitude of 800 feet AGL, unless over an active airport runway. No solo emergency practice or simulations.
  9. Per FAR 141.93(a)(3)(x). Unless on a cross-country or authorized solo flight to E16, WVI or LVK, all students will stay within the designated practice areas. All flight instructors will ensure that each student knows the practice areas both on the map and has flown the areas depicted.
  10. The student will use Reid-Hillview Airport's ATIS (125.20) for the most current wind and weather information along with the Reid-Hillview Tower (119.80). These will give the pilots current wind, traffic and weather information. There is one wind sock at the airport. It is in sight at the ground level at all runways.
  11. Dual and solo cross-country flights will be filed with the local Flight Service Station. Reid-Hillview Airport will be used as the airport base and (408) 729-3383 will be used as the listed phone number on the flight plan. Flight plans will be filed whenever a student takes the aircraft past the practice area or designated solo airports (E16, LVK, WVI) areas and on all night flights that will be leaving the Reid-Hillview Airport traffic area.
  12. Per FAR 141.93(a)(3)(ii). Aircraft are to be pulled out of the tie-downs using a tow bar before starting the engine, and pushed back into the tie-down using a tow bar with the propeller placed in a horizontal position after the aircraft is secured.
  13. Unless authorized by Nice Air management, only landings at public use airports with hard surfaced runways of 2500 feet or longer are permitted
  14. Per FAR 141.93(a)(3)(ix). Only instructors may conduct emergency procedure practice. In multi engine aircraft only multi engine instructors may conduct single engine practice.
  15. A thorough preflight inspection and ground check of the aircraft, its components and accessories will be made before take off. No student or pilot will accept an aircraft until satisfied as to its airworthiness and proper function.
  16. No student shall depart Nice Air solo or cross country before checking with a Nice Air instructor, giving all details of his solo flight to include departure time, return time, destination, expected times en-route, current weather, runway lengths and the name of the instructor who endorsed his logbook for solo.
  17. Cross-country flight should be cancelled, well in advance. Last minute adverse weather may cause this to be difficult. However, the aircraft should be cancelled immediately when any scheduled flight cannot be made.
  18. All flight times must be logged in the aircraft time books.



---

Company Flight School Manual – Airplanes  
Safety Procedures

---

19. Student solo flights between sunset and sunrise is prohibited.
20. Touching of propellers is limited to preflight inspection and straightening props to horizontal when aircraft are parked after flight, with the magnetos off and keys in sight.
21. A minimum of three (3) takeoffs and landings every 30 days (or instructor endorsement) is required to maintain currency in any Nice Air aircraft.
22. Nice Air students may not take any Nice Air aircraft unless they have received a checkout specific to that aircraft from a Nice Air instructor. In addition, the student's application form must be signed by a Nice Air instructor for each particular aircraft.
23. Aircraft must be returned to Nice Air unless prior approval from management or Chief Instructor is obtained to abandon the aircraft. A recovery fee may be assessed for return of the aircraft.
24. Pilots agree to report all accidents, major or minor, to the management of Nice Air with the names and addresses of all witnesses and involved parties. In the event of an accident, the aircraft may not be moved unless authorized by FAA or NTSB.
25. Per FAR 141.93 (a) (3) (iv) In the event that an unprogrammed landing is made by a student at an airports or off airport location that student will immediately notify Nice Air before attempting flight. The student must receive authorization from his/her instructor or the Chief Flight Instructor before the student may resume flight or return to Nice Air in that aircraft.
26. Prior to a Pilot receiving a "high-altitude" checkout from Nice Air, no takeoffs or landings are permitted from an airport with a field elevation of more than 2,000 feet MSL without authorization from Nice Air.
27. 100 feet of additional altitude must be added to published minimums until pilots have accumulated 100 hours of instrument time and have had an instrument proficiency check by a Nice Air instructor.
28. No instrument departures with a ceiling below 800 feet AGL and less than 1-mile visibility are permitted.
29. Students agree not to tamper with, attempt to repair or authorize any repair of any aircraft or its accessories without the specific approval of Nice Air.
30. International flights are prohibited without the written permission from Nice Air.
31. Pilots may be dismissed for reasonable causes by the president at anytime and may be removed from Nice Air premises for the following reasons:
  - Violation of Nice Air rules and regulations
  - Refusal to comply with FAA rules and regulations or any Federal, State or local laws.



Company Flight School Manual – Airplanes  
Safety Procedures

---

32. Phone numbers

- Nice Air (408)729-3383
- Chief Instructor Kiyō Kawaharada (408)480-4945
- Director Hiro Takai (408)799-5791
- Management Greg Spades (408)826-5746