

Safety Procedures and Practices

For Title 14 CFR, Part 141 Approved Flight Training
Courses Located at



330 Aviation Way
Frederick, MD 21701

WEATHER MINIMUMS

Student Pilot Ops

Flight Ops	Vis	Ceiling (AGL)	Max wind	Xwind
Dual VFR Local	3SM	1500 ft	25 kts	15 kts
Dual VFR Xcountry	6SM	5000 ft	25 kts	15 kts
Solo VFR Local	6SM	3000 ft	10 kts	5 kts
Solo VFR Xcountry	8SM	5000 ft	10 kts	5 kts
Night Dual	6SM	5000 ft	20 kts	10 kts
Night Solo	N/A	N/A	N/A	N/A

*Student private pilot solo night operations are prohibited.

Private Pilot Ops

Flight Ops	Vis	Ceiling	Max wind	Xwind
Dual VFR Local	3SM	1500 ft	25 kts	15 kts
Dual VFR Xcountry	6SM	5000 ft	25 kts	15 kts
Solo VFR Local	6SM	3000 ft	25 kts	15 kts
Solo VFR Xcountry	6SM	5000 ft	25 kts	15 kts
Night Dual	6SM	5000 ft	25 kts	15 kts
Night Solo	6SM	5000 ft	25 kts	15 kts

Instrument Pilot Ops

Flight Ops	Vis	Ceiling	Max wind	Xwind
Dual VFR Local	IFR Mins	IFR Mins	25 kts	15 kts
Dual VFR Xcountry	IFR Mins	IFR Mins	25 kts	15 kts
Solo VFR Local	IFR Mins	IFR Mins	25 kts	15 kts
Solo VFR Xcountry	IFR Mins	IFR Mins	25 kts	15 kts
Night Dual	IFR Mins	IFR Mins	25 kts	15 kts
Night Solo	IFR Mins	IFR Mins	25 kts	15 kts

Commercial Pilot Ops

Flight Ops	Vis	Ceiling	Max wind	Xwind
Dual VFR Local	3SM	1500 ft	25 kts	15 kts
Dual VFR Xcountry	6SM	5000 ft	25 kts	15 kts
Solo VFR Local	6SM	3000 ft	25 kts	15 kts
Solo VFR Xcountry	6SM	5000 ft	25 kts	15 kts
Night Dual	6SM	5000 ft	25 kts	15 kts
Night Solo	6SM	5000 ft	25 kts	15 kts

PROCEDURES

Engine Starting Procedures

All pilots will utilize the proper checklist provided with each aircraft for the proper startup procedure.

Anti-collision lights will be turned on prior to starting the engine(s).

Before starting the engine all pilots visually insure that the area around the plane and propeller is clear. Pilots will call "CLEAR" before engaging the magnetos and starting the aircraft.

Taxiing Procedures

Pilots run through the SAFETY briefing with their instructor before taxiing. SAFETY being an acronym for Seat Belts, Airways, Fire Extinguisher, Emergency Exit, Traffic and Questions.

Before taxiing both pilots will test their individual brakes to ensure proper operation.

Tower clearance is required before entering the movement area.

Pilot will utilize power to control speed and will not ride the brakes. Will maintain taxiway centerline. During taxi pilot will look left and right and respond audibly "Clear left, clear right".

Fire Precautions and Procedures

Fire procedures are included in the aircraft checklist, as well as, the Pilot Operating Handbooks in each aircraft. Appropriate checklist procedures will be followed in the event of a fire. Pilots should memorize all immediate action steps.

Fire extinguishers are located in each aircraft. All checklists include checking the fire extinguisher for positive pressure. Students should familiarize themselves with the extinguisher locations and use.

Students and instructors should never risk personal injury to save an aircraft during a fire.

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

Student will secure the aircraft in the designated aircraft parking area. Bravo Flight Training and the student's primary instructor will be contacted as soon as possible to explain the circumstances of the unprogrammed landing. The primary instructor will notify the head flight instructor as soon as possible if they have not been notified. Arrangements will be made to have the student return depending on the circumstances. If weather permitting and the aircraft is airworthy the student will fly the aircraft back to home base. If not, other arrangements will be made at the expense of the student.

Landing off airport

Students will ensure their safety and the safety of any passengers on board as a first priority. When allowed they will secure the aircraft. Bravo Flight Training and the student's primary instructor will be contacted as soon as possible for further instructions. The head flight instructor will be notified as soon as possible.

Landing as the result of a mechanical or medical emergency

The flight is immediately terminated and the student will land as soon as practical. When allowed they will secure the aircraft. Bravo Flight Training and the student's primary instructor will be contacted as soon as possible for further instructions. The head flight instructor will also be notified as soon as possible.

Landing as the result of inclement weather

Student will secure the aircraft. Bravo Flight Training and the student's primary instructor will be contacted as soon as possible to explain the circumstances of the unprogrammed landing. The primary instructor will notify the head flight instructor as soon as possible if they have not been notified. Arrangements will be made to have the student return depending on the circumstances. If weather permitting at a later time the student will fly the aircraft back to home base. If not, other arrangements will be made at the expense of the student.

Noting Aircraft Discrepancies

All aircraft discrepancies must be reported to a flight instructor with Bravo Flight Training as soon as practicable. The head flight instructor will be notified as soon as possible regarding the discrepancy.

Student will immediately report the discrepancy to a flight instructor or aviation mechanic. The flight instructor will determine if the discrepancy warrants cancellation or delay of the flight using the method identified in 14 CFR Part 91.213. If the flight instructor or aviation mechanic determines the aircraft is not safe and/or legal for flight, the flight will be cancelled or rescheduled for another aircraft, if available.

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.

Securing the Aircraft

An approved Bravo Flight Training checklist will be used to ensure nothing is overlooked when securing the aircraft post-flight. General procedures include:

Control lock will be installed. Aircraft tie downs will be utilized. Aircraft with chocks will be placed appropriately. All aircraft doors will be locked. When provided aircraft covers will be utilized.

Fuel Reserves

Flight Type	Minimum Fuel in Tanks
Local VFR Flights	1 Hour
Cross-Country VFR Flights	1 Hour
IFR Flights	1 Hour

Collision Avoidance Procedures

Ground Operations:

Student will visually and verbally “clear left, clear right and clear ahead” before any movement on the ground. At towered airports the student will receive clearance before operating within the movement area. At non-towered airports the student will self-announce all movement intentions. Flight instructor will always be looking outside to ensure safety.

Flight Operations:

Students and pilots will utilize proper scanning techniques and keep their head outside the cockpit as much as possible. Clearing turns will be performed before every flight maneuver. The appropriate frequencies will be monitored at all times and volume on radios kept at a level conducive for hearing. 121.5 will be monitored when allowed. Flight following requests will be requested during all cross-country flights.

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.

Simulated Emergency Landing Procedures

When a simulated emergency landing is conducted, it will only be initiated by a certified flight instructor on dual instructional flights, unless the student holds a private pilot or higher grade pilot certificate. All simulated engine failures will be simulated by the reduction of throttle, with no other method being acceptable. Off airport simulated emergency landing will 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. If simulated at a towered airport permission will be obtained from the controlling tower prior to the simulated emergency landing. If simulated at a non-towered airport 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.

Practice Areas

Bravo Flight Training utilizes two practice areas located between 10-15NM west and east of the airfield.



Other Rules and Procedures

A flight instructor must be present before a student makes a solo flight to review the weather and cross-country plan if that flight is a cross-country.