



SAVANNAH Safety Practices and Procedures

AVIATION

These policies are to be followed by all Flight Instructors and students training with Savannah Aviation.

DISPATCH PROCEDURES:

Both student and instructor will confirm training times before reserving the aircraft on the scheduling system. The reservation should reflect the entire amount of time the aircraft is needed. Through a thorough review of the assigned aircraft binder (at the operations desk) and preflight the student and instructor will ensure the aircraft is airworthy, within weight and balance, and capable of completing the planned flight safely.

REDISPATCH PROCEDURES AND AIRCRAFT DISCREPENCIES:

When an aircraft is found to have inoperative equipment in accordance with 91.205(b) (Day Visual Flight Rules [VFR]), 91.205(c) (Night VFR) or 91.205(d) (Instrument Flight Rules [IFR]), the plane must be squawked and not flown until repaired. Squawks will be entered in the aircraft binder and reported to maintenance personnel. Contact your flight instructor to coordinate with maintenance for repair or aircraft replacement. If the squawk effects only equipment not required for flight, the item be deactivated and placarded Inoperative (INOP) by maintenance personnel only. Once squawks are repaired and recorded in the aircraft's logbook, the plane will be returned to the flight schedule.

WEATHER REQUIREMENTS:

| DUAL VFR | Ceiling No less than | Visibility No less than | Winds No more than | Crosswind Component No more than (steady or gust) |
|---------------|-------------------------|----------------------------|-----------------------|--|
| Pattern work | 1500' AGL | 3 SM | 15 Kts | 12 Kts |
| Local Area | 2000' AGL | 5 SM | 15 Kts | 12 Kts |
| Cross Country | 2500' AGL | 5 SM | 15 Kts | 12 Kts |

| SOLO VFR | Ceiling No less than | Visibility No less than | Winds No more than | Crosswind Component No more than (steady or gust) |
|---------------|-------------------------|----------------------------|-----------------------|--|
| Pattern work | 1500' AGL | 5 SM | 10 Kts | 8 Kts |
| Local Area | 2000' AGL | 7 SM | 10 Kts | 8 Kts |
| Cross Country | 2500' AGL | 7 SM | 10 Kts | 8 Kts |

| DUAL IFR | Ceiling No less than | Visibility No less than | Winds No more than | Crosswind Component No more than (steady or gust) |
|---------------------|-------------------------|----------------------------|-----------------------|--|
| Local/Cross Country | Approach Minimums | | 15 Kts | 15 Kts |

Approved Solo Cross-Country Airports:

| Airport/ID | Runway 1 | Runway 2 | Runway 3 | Distance from KSAV |
|--------------------------------|-----------------------|-----------------------|----------------------|--------------------|
| KSAV Savannah/Hilton Head | Rwy 10/28 9351x150 | Rwy 1/19 7002x150 | | * |
| 3J1 Ridgeland-Claude Dean | Rwy 18/36 4200x75 | 3/21 CLOSED | | 25* |
| KAQX Allendale County | Rwy 17/35 4990x75 | | | 52 |
| KBQK Brunswick Golden Isles | Rwy 7/25 8001x150 | | | 54 |
| KDYB Summerville | Rwy 6/24 5000x75 | | | 72 |
| KJYL Plantation Airpark | Rwy 5/23 5501x100 | Rwy 15/33 3787x75 | | 37* |
| KMHP Metter Muni | Rwy 10/28 5001x75 | | | 47 |
| KRBW Lowcountry Regional | Rwy 05/23 6002x100 | Rwy 17/35 5705x100 | Rwy 9/27 5408x100 | 55 |
| KSBO East Georgia Regional | Rwy 14/32 6021x100 | | | 66 |
| KSSI St. Simons Island | Rwy 4/22 5584x100 | Rwy 16/34 3313x75 | | 59 |
| KTBR Statesboro-Bulloch Co | Rwy 14/32 6000x100 | Rwy 6/24 4382x100 | | 35* |
| KVDI Vidalia Regional | Rwy 7/25 6002x75 | Rwy 14/32 5002x75 | | 60 |

PROCEDURES FOR STARTING AIRCRAFT:

Ensure aircraft is untied and unchocked before attempting engine start. Instructors and students will visually check and verbally call "CLEAR PROP" to ensure the entire propeller area is clear of personnel before attempting engine start. Refer to the aircraft checklist for proper starting procedures.

PROCEDURES FOR TAXIING AIRCRAFT:

Before taxiing, students and instructors will visually check to ensure that the area is clear. Students and instructors will each test brakes before proceeding with taxi. Aircraft will taxi at an appropriate speed (brisk walk) and will utilize the "heads up, eyes out" method to prevent collisions with hazards. Sterile cockpit procedures will be enforced to minimize distractions.

FIRE PRECAUTIONS AND PROCEDURES:

In the event of an engine fire on start-up, follow checklist procedures. If unable to extinguish, exit to the rear of the aircraft and get to a safe distance. After contacting 911, contact

Savannah Aviation at (912) 964-1022. Fire extinguishers in the aircraft are for personnel protection and small fires only. No smoking, dipping, or vaping is allowed in any Savannah Aviation airplanes at any time.

SECURING AIRCRAFT AFTER USE:

RAMP AIRCRAFT:

Aircraft parked on Savannah Aviation's ramp will be shut down in accordance with the checklist. Double-check to ensure the battery master and magnetos are switched off before departing. Aircraft will be secured with tiedowns and gust locks at a minimum. If the aircraft has a pitot cover, it will be placed on the pitot tube. Call Signature Flight Support (912) 964-1557 to request fuel for the next flight. Clean windscreen and wipe down leading edge of wings.

HANGAR AIRCRAFT:

Aircraft parked in Savannah Aviation's hangar will be topped off with fuel at the self-serve pump and towed carefully back into the hangar. The use of a ground guide and wing walkers is required, if available. Clean windscreen and wipe down leading edge of wings. At the end of the day, ensure the hangar door is closed, lights are turned off, and the front door is locked.

FUEL RESERVES:

Savannah Aviation will abide by the "Golden Hour" rule to prevent fuel mismanagement. All aircraft, whether on local or cross-country flights, will plan to land with no less than one hour of cruise power fuel remaining.

AIRCRAFT AVOIDANCE:

Savannah Aviation will continue to rely on "see and avoid" practices in aircraft regardless of traffic collision avoidance system. Pilots are encouraged to use ADS-B devices with traffic (STRATUS, Sentry, etc.) and iPads to assist in traffic avoidance and maintain situational awareness. All pilots will use Air Traffic Control VFR flight following while transiting airports.

MINIMUM ALTITUDE LIMITATIONS:

For basic maneuver training, aircraft will train no lower than 1500 feet Above Ground Level (AGL). For ground reference maneuvers, pilots will select a non-populated area clear of obstacles and execute the maneuver at an appropriate altitude to remain above 500 feet AGL. For emergency engine out training, aircraft will descend no lower than 500 feet AGL. Once the landing is "assured," the pilot will execute a go-around.

SOLO PROCEDURES

Once the student passes the pre-solo evaluation, the Flight Instructor will double-check to ensure the student has a valid government identification, current medical, student pilot's license, and logbook with all required solo endorsements. The Flight Instructor must brief the student before, remain present during, and sign off on the student's logbook after the solo flight. The Flight Instructor will accompany the student on the post-flight and ensure the aircraft is not damaged.

CHECKRIDE PROCEDURES:

The assigned Flight Instructor is responsible for ensuring that their student is ready for the practical test (checkride) for the applicable certificate/rating. The Chief Flight Instructor will perform the end-of-stage check to confirm the student's readiness. The Flight Instructor will ensure the student has properly completed the Integrated Airman Certification and Rating Application (IACRA) application, has all required endorsements, and has the proper maintenance logs for the checkride aircraft. The Flight Instructor will stay in contact with the student before and after the checkride. Retraining in accordance with Part 141 procedures will be conducted if required.

LOCAL PRACTICE AREAS:

Students and Flight Instructors will primarily use the Tybee or North practice areas (see Figure 1.) for maneuver practice.

TYBEE PRACTICE AREA: 12 miles east of the field outside the Class C airspace. Over Tybee and Little Tybee Islands and within glide distance of shore. Savannah Departure/Approach frequency is 120.4 or as assigned.

NORTH PRACTICE AREA: 12 miles northwest of the field outside the Class C airspace. Over Springfield and Guyton, GA. Savannah Departure/Approach frequency is 125.3 or as assigned.

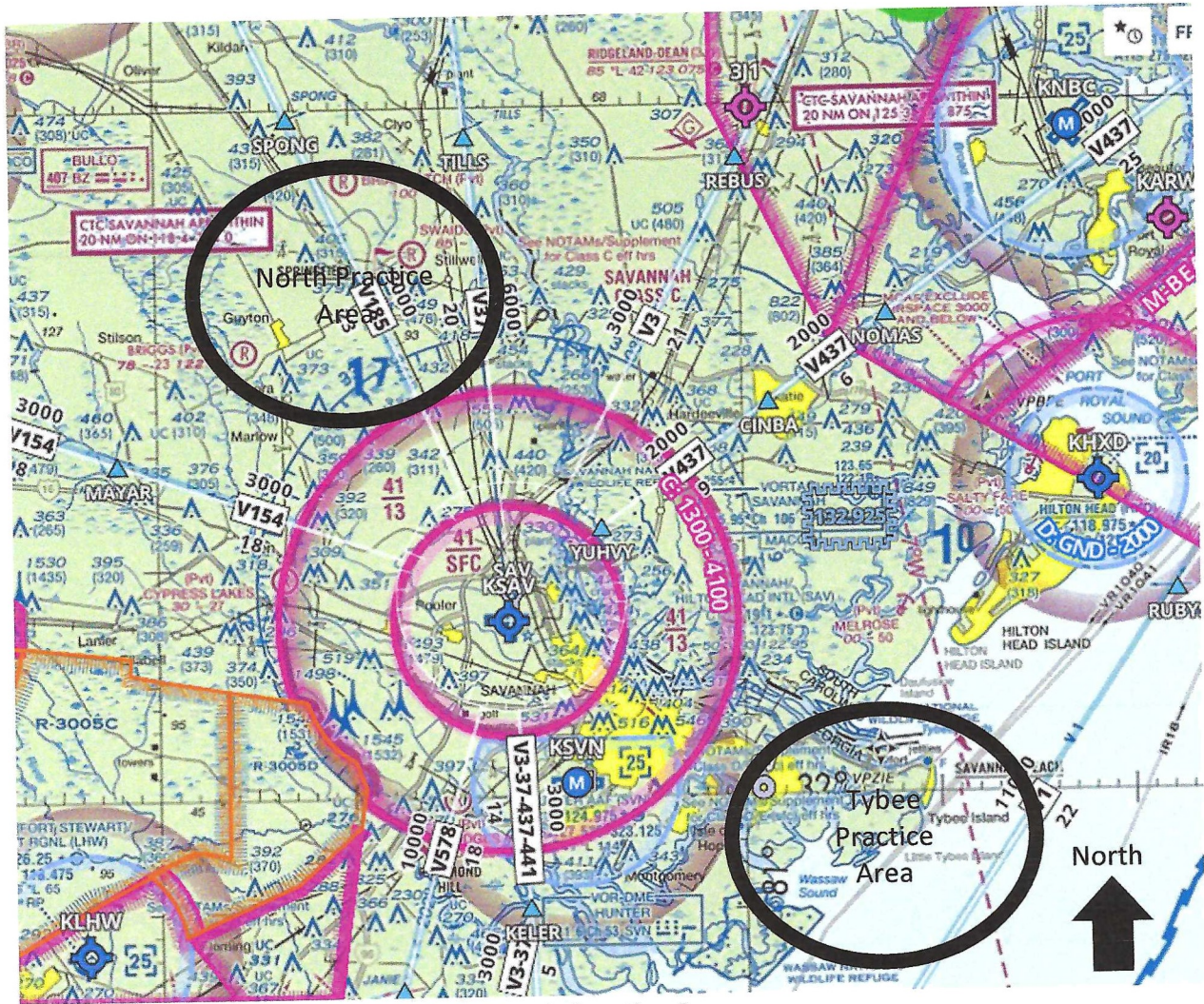


Figure 1. Practice Areas

§91.205 Instrument and equipment requirements.

(b) Visual-flight rules (day). For VFR flight during the day, the following instruments and equipment are required:

- (1) Airspeed indicator.
- (2) Altimeter.
- (3) Magnetic direction indicator.
- (4) Tachometer for each engine.
- (5) Oil pressure gauge for each engine using pressure system.
- (6) Temperature gauge for each liquid-cooled engine.
- (7) Oil temperature gauge for each air-cooled engine.
- (8) Manifold pressure gauge for each altitude engine.
- (9) Fuel gauge indicating the quantity of fuel in each tank.
- (10) Landing gear position indicator, if the aircraft has a retractable landing gear.
- (11) For small civil airplanes certificated after March 11, 1996, an approved aviation red or aviation white anticollision light system. In the event of failure of any light of the anticollision light system, operation of the aircraft may continue to a location where repairs or replacement can be made.
- (12) If the aircraft is operated for hire over water and beyond power-off gliding distance from shore, approved flotation gear readily available to each occupant and, unless the aircraft is operating under part 121 of this subchapter, at least one pyrotechnic signaling device. As used in this section, "shore" means that area of the land adjacent to the water which is above the high water mark and excludes land areas which are intermittently under water.
- (13) An approved safety belt with an approved metal-to-metal latching device, or other approved restraint system for each occupant 2 years of age or older.
- (14) For small civil airplanes manufactured after July 18, 1978, an approved shoulder harness or restraint system for each front seat. For small civil airplanes manufactured after December 12, 1986, an approved shoulder harness or restraint system for all seats. Shoulder harnesses installed at flightcrew stations must permit the flightcrew member, when seated and with the safety belt and shoulder harness fastened, to perform all functions necessary for flight operations. For purposes of this paragraph—
- (15) An emergency locator transmitter, if required by §91.207.

(c) Visual flight rules (night). For VFR flight at night, the following instruments and equipment are required:

- (1) Instruments and equipment specified in paragraph (b) of this section.
- (2) Approved position lights.
- (3) An approved aviation red or aviation white anticollision light system on all U.S.-registered civil aircraft. Anticollision light systems initially installed after August 11, 1971, on aircraft for which a type certificate was issued or applied for before August 11, 1971, must at least meet the anticollision light standards of part 23, 25, 27, or 29 of this chapter, as applicable, that were in effect on August 10, 1971, except that the color may be either aviation red or aviation white. In the event of failure of any light of the anticollision light system, operations with the aircraft may be continued to a stop where repairs or replacement can be made.
- (4) If the aircraft is operated for hire, one electric landing light.
- (5) An adequate source of electrical energy for all installed electrical and radio equipment.
- (6) One spare set of fuses, or three spare fuses of each kind required, that are accessible to the pilot in flight.

(d) Instrument flight rules. For IFR flight, the following instruments and equipment are required:

- (1) Instruments and equipment specified in paragraph (b) of this section, and, for night flight, instruments and equipment specified in paragraph (c) of this section.
- (2) Two-way radio communication and navigation equipment suitable for the route to be flown.
- (3) Gyroscopic rate-of-turn indicator
- (4) Slip-skid indicator.
- (5) Sensitive altimeter adjustable for barometric pressure.
- (6) A clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation.
- (7) Generator or alternator of adequate capacity.
- (8) Gyroscopic pitch and bank indicator (artificial horizon).
- (9) Gyroscopic direction indicator (directional gyro or equivalent).