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	Section 0: List of Effective Pages	

List of Effective Pages


Section	Title	Pages	Revision	Date
0 - List of Effective Pages	List of Effective Pages	0-1	ORIGINAL	1/9/2018
1 - List of Revisions	Record of Revisions	1-1	ORIGINAL	1/9/2018
2 - Table of Contents	Table of Contents	2-1	1.2	1/15/2019
3 - SOPs	Standard Operating Safety Procedures & Practices	3-1 to 3-12	1.2	1/15/2019

FAA APPROVED	
OFFICE DESIGNATOR: CE09	
SIGNATURE:	EFFECTIVE DATE:
 Russell L. Carlson	03/07/2018

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	Section 1: Record of Revisions	

Record of Revisions

Version	Date	Pages	Description
ORIGINAL	1/9/2018	ALL	ORIGINAL
1.1	8/20/2018	3-4, 3-7, 3-8, 3-9	Fuel Reserves, Redispach procedures, Aircraft Discrepancies, Adjusted various weather minimums,
1.2	1/15/2019	3-1 - 3-12	Removed consent/signature, Revised weather minimums, Revised cold weather ops, Miscellaneous formatting changes.

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STANDARD OPERATING SAFETY PROCEDURES & PRACTICES (SOPs)

Overview

At Performance Aircraft Sales, Inc. d/b/a Performance Aircraft (PERFORMANCE AIRCRAFT) aviation safety is paramount.

To enhance the safety of our pilots and their passengers, the following standard operating safety procedures and practices have been adopted. Obviously, not every situation which a pilot of one of our aircraft may encounter can be described. Aviation safety is an attitude and mindset which transcend the SOPs. Our SOPs then are the basic rules of our operation to meet FAA requirements, clarify responsibilities, and benefit both customers and employees.

These SOPs are incorporated into each of our aircraft rental agreements. PERFORMANCE AIRCRAFT reserves the right to refuse rental of an aircraft to anyone.

Definitions

RENTER PILOT – Any person renting an aircraft that is not enrolled in a flight course, student pilot, primary student pilot, or advanced student pilot.

STUDENT PILOT- Any person enrolled in a Part 141 approved flight course or Part 61 flight course.

PRIMARY STUDENT PILOT- Any STUDENT PILOT who is enrolled in any Part 141 approved flight course or Part 61 flight course that does not possess a Private Pilot Certificate (Commonly called Student Pilot).

ADVANCED STUDENT PILOT- Any STUDENT PILOT enrolled in any Part 141 approved flight course or Part 61 flight course who does possess a Private Pilot Certificate.

CERTIFIED FLIGHT INSTRUCTOR – A PERFORMANCE AIRCRAFT employee who holds a Certified Flight Instructor Certificate.

AUTHORIZED FLIGHT INSTRUCTOR - Any CERTIFIED FLIGHT INSTRUCTOR authorized to provide instruction in an FAA approved flight school under the provisions of 14 CFR FAR 141.

ASSIGNED FLIGHT INSTRUCTOR - The CERTIFIED FLIGHT INSTRUCTOR assigned as primary to a specific STUDENT PILOT.

Administration

Any RENTER PILOT who wishes to rent or operate a PERFORMANCE AIRCRAFT aircraft must execute an Aircraft Rental Agreement with PERFORMANCE AIRCRAFT.

All flights that are to be performed under Part 141 regulations, dual and solo, shall be dispatched in accordance

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with the flight schedule by the Chief Flight Instructor, Assistant Chief Flight Instructor, or the AUTHORIZED FLIGHT INSTRUCTOR. All flight dispatches shall be recorded.

A satisfactory aircraft exam and checkout for each aircraft will be required to provide familiarization and to demonstrate proficiency prior to any solo or PIC flight in such aircraft.

All RENTER PILOTS are eligible to rent a PERFORMANCE AIRCRAFT aircraft if they have completed the appropriate aircraft checkout, have a valid FAA Private, Commercial or ATP certificate, have a current medical certificate, have a current flight review (BFR), and have current flight experience in a PERFORMANCE AIRCRAFT aircraft within the past 90 days.

STUDENT PILOTS must be under the direct supervision of a PERFORMANCE AIRCRAFT CERTIFIED FLIGHT INSTRUCTOR.

Documentation or copies of pilot's certificate, current medical certificate, and current flight review must be on file with PERFORMANCE AIRCRAFT.

All STUDENT PILOTS requesting training towards a certificate or rating must verify their citizenship with a birth certificate or US passport. Non-US citizens must have a Transportation Security Administration (TSA) waiver prior to starting their training.

RENTER PILOTS who have been inactive for more than six months may have their training records removed from the active files and placed in storage for a period of three (3) years. If not reactivated within three years, such records may be destroyed.

RENTER PILOTS shall not be responsible for maintenance cancellations.

No one, other than the RENTER PILOT or his or her PERFORMANCE AIRCRAFT CERTIFIED FLIGHT INSTRUCTOR, may operate PERFORMANCE AIRCRAFT aircraft.

RENTER PILOTS may only receive instruction from PERFORMANCE AIRCRAFT CERTIFIED FLIGHT INSTRUCTORS in PERFORMANCE AIRCRAFT aircraft.

RENTER PILOTS must occupy the left seat unless they have completed right seat training and a checkout from a PERFORMANCE AIRCRAFT CERTIFIED FLIGHT INSTRUCTOR.

RENTER PILOTS cannot receive any compensation for the flight, other than pro-rata sharing of expenses with their passengers in accordance with FAA rules.

Before each flight the RENTER PILOT will be responsible for filing appropriate flight plans for cross-country flights, performing the weight and balance calculations for the flight, and obtaining a weather briefing appropriate for the planned flight.

RENTER PILOTS will observe all applicable Federal Aviation Regulations (FARs). No person may operate a civil aircraft within the United States with knowledge that narcotic drugs, marijuana, and depressant or stimulant drugs or substances as defined in Federal or State statutes are carried in the aircraft.

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RENTER PILOTS may not operate the aircraft for any unlawful purpose. RENTER PILOTS will land at public use airports only, except as a precautionary or emergency measure.

RENTER PILOTS will return the aircraft at the agreed time, weather permitting.

RENTER PILOTS will contact PERFORMANCE AIRCRAFT in the event of undue delay or any other unexpected circumstances.

No international flights may be conducted without prior approval from PERFORMANCE AIRCRAFT.

For extended rental time periods (more than 24 hours), a minimum will be required unless prior approval has been granted by PERFORMANCE AIRCRAFT.

Pilot Currency Requirements

RENTER PILOTS must maintain currency requirement in accordance with the FARs and these SOPs in order to operate PERFORMANCE AIRCRAFT aircraft.

RENTER PILOTS without current flight experience with a PERFORMANCE AIRCRAFT aircraft within the last 90 days must complete at least 3 takeoff and landings in a PERFORMANCE AIRCRAFT aircraft, with a PERFORMANCE AIRCRAFT CERTIFIED FLIGHT INSTRUCTOR, before being eligible to rent an aircraft, unless prior approval has been granted by PERFORMANCE AIRCRAFT.

To be eligible to rent any aircraft from PERFORMANCE AIRCRAFT, RENTER PILOTS who have not flown the same make and model anywhere in more than 180 days must first accomplish a complete initial aircraft checkout with a PERFORMANCE AIRCRAFT CERTIFIED FLIGHT INSTRUCTOR.

Any RENTER PILOT who is renting aircraft for flight time to meet currency experience requirements for IFR operations must have a rated safety pilot on board the aircraft, appropriate for the conditions of the flight.

Whenever a RENTER PILOT's currency is in doubt, he or she may not fly until a PERFORMANCE AIRCRAFT CERTIFIED FLIGHT INSTRUCTOR has determined that the RENTER PILOT is current in accordance with the FARs and these SOPs.

General Operational Procedures

The RENTER PILOT must operate aircraft in accordance with the applicable Pilot's Operating Handbook (POH) at all times. This includes takeoff and climb at stated power settings and cruising within the power and mixture settings of the POH performance specifications or tables.

RENTER PILOTS will inspect and make a ground check of the aircraft before takeoff and will not takeoff unless it is in apparent good condition.

An aircraft must be pulled completely away from its hangar prior to engine start.

Never exit the aircraft or allow a passenger to exit the aircraft while the prop is turning.

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All aircraft must be returned to their assigned hangar or properly secured on the flight line, including the control lock and chocks installed, after each flight. If any difficulty is encountered with this procedure, seek assistance to avoid preventable and expensive aircraft damage.

At airports that are not the Lincoln Municipal Airport (KLNK), the aircraft must be tied down or hangared as weather conditions require. RENTER PILOTS are responsible for proper securing of aircraft while in their possession. RENTER PILOTS are also responsible for hangar expenses, tie-down fees, preheat expense, ramp fees, landing fees, and all costs other than fuel and oil.

Cross country flights over 300nm must be approved by PERFORMANCE AIRCRAFT management.

If an unscheduled overnight of the aircraft is needed, please contact PERFORMANCE AIRCRAFT to advise of the situation.

Do not put the chocks in the aircraft. They belong to the FBO. Do not put the tow bar back into the aircraft if used.

The RENTER PILOT shall clear the area and turn on the red beacon light prior to engine start. All RENTER PILOTS are reminded of the see and avoid concept and proper scanning procedures for traffic collision avoidance.

Each aircraft is provided with a checklist that covers all phases of ground and flight operations, day or night, VFR and IFR, and all commonly anticipated emergencies. Both CERTIFIED FLIGHT INSTRUCTORS and RENTER PILOTS shall be familiar with the checklists for the aircraft they are flying and adhere to them. STUDENT PILOTS flying their own aircraft in a flight course shall furnish a checklist suitable to the aircraft, and acceptable to the school.

The pilot in command (PIC) is solely responsible for flight conduct, flight safety, passenger actions, and adherence to all applicable FAA rules and regulations and the directives of these SOPs.

Fuel Reserves

- (1) All pilots are required to visually inspect fuel and oil quantities prior to flight.
- (2) DUAL AND SOLO VFR LOCAL FLIGHTS, day or night, shall be planned and executed so as to arrive at the base of operations with a minimum of 1 hour usable fuel on board, computed at normal cruising altitudes and power settings.
- (3) DUAL AND SOLO VFR CROSS COUNTRY FLIGHTS, day or night, shall be planned to arrive at the next point of intended landing with a minimum of 1 hour usable fuel on board, computed at normal cruising altitudes and power settings.
- (4) FOR PART 61 AND 91 FLIGHTS if weight limitations make the 1 hour usable fuel reserve for dual flights in items 2 and 3 impractical, reserve requirements may be reduced to the minimum fuel requirements for VFR flight in accordance with FAR 91.151 which specifies daytime minimum 30 minutes reserve or nighttime 45 minutes reserve.
- (5) IFR FLIGHTS proceeding on flight plans filed with ATC shall be governed by the provisions of FAR Part 91.167 insofar as fuel and reserve fuel requirements are concerned.
- (6) Fuel tanks must be filled with fuel to at least the next highest verifiable quantity (tabs or topped off as an example) if the quantity in the tanks cannot be determined.

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Engine Start and Taxiing

On the preflight walk around ascertain that the propeller area and the taxi area are clear of all loose objects and debris such as chocks, tow bars, etc. If necessary, reposition the aircraft so that a brake failure on start will not cause the aircraft to roll into an area where collision damage could occur before the engine could be shut down.

No person will be allowed to hand prop any aircraft.

The PIC's feet must be on the brake pedals at start-up before engaging the starter. Turn on the anti-collision light to warn nearby personnel the engine is about to be started and VISUALLY clear the propeller danger area. Call CLEAR! to warn nearby personnel.

Engine blankets or cowl plugs are kept in the airplane and are required to be in use anytime the temperature is below 40°F. Never try to start the aircraft if the temperatures are below 40°F unless one of the following conditions apply:

- (1) You can verify that the aircraft has been stored overnight in a heated hangar and was pulled out within the past 30 minutes.
- (2) The aircraft has flown in the past 3 hours or less, and has either an engine blanket or cowl plugs installed.
- (3) An engine preheater was operating in the aircraft while parked.
- (4) The aircraft has been pre-heated within the last 60 minutes, and has either an engine blanket or cowl plugs installed.

When in doubt, pre-heat. When cold soaked, the oil is the consistency of honey and provides no lubrication to the cam, lifters and bearings. Do not crank the engine under these conditions as it WILL damage the engine!

Entering or leaving an aircraft with the engine running is extremely hazardous and shall not be allowed. For that reason, on dual flights, the engine will not be started until both the CERTIFIED FLIGHT INSTRUCTOR and the STUDENT PILOT are in the aircraft.

Taxiing shall be at speeds that allow stopping without consequence in the event of an unexpected situation. Proper control positions shall be observed when taxiing with wind of any significant amount.

Yellow lines may be painted on taxiways and in the ramp areas. While these lines are not infallible, taxiing with the nose wheel on the yellow line will clear the aircraft of all normal obstacles. Departure from the yellow line should be done only to avoid obstacles or to clear other aircraft or vehicles.

When taxiing behind an aircraft of smaller or similar size follow at a distance of no less than three or four airplane lengths.

Use extreme caution when taxiing behind large propeller driven aircraft and jets. Breakaway taxi thrust engine exhaust velocities can get very high and unsafe. When taxiing behind a larger aircraft is unavoidable maintain at least 500 feet separation and exercise extreme caution.

Under no circumstances are aircraft to be taxied into or out of hangars.

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Aircraft Fire Precautions

Each RENTER PILOT will be familiar with the location of fire extinguishers.

If an engine backfires during start, continue cranking to draw flames and fuel into engine. Once the engine is operating normally shut down the engine and obtain assistance to inspect the engine compartment.

To minimize fire hazards, no smoking is allowed in the aircraft, the aircraft ramp or within 50 feet of the surrounding area.

Fires And Fire Drill Procedures At Facilities

The following procedures shall be followed for both an actual fire and for fire drills. The fire department will not be notified in case of a fire drill.

- (a) FACILITY STAFF - Turn in a fire alarm to the local fire department by telephone or any other means available. Specify the location and type of fire. After the alarm has been turned in, supervise the evacuation and securing of the building.
- (b) INSTRUCTORS - Assist in the evacuation of the students. Assist in securing the building by turning off lights, electrical equipment and appliances, and closing all doors and windows as the building is evacuated. Evacuate the building to the parking lot for accounting.
- (c) STUDENTS - Evacuate the building as expeditiously and orderly as possible by the nearest exit or as directed by the school staff. Proceed to the parking lot for accounting.

Unplanned/Emergency Landings:

Except in the case of an emergency or actual forced landing, RENTER PILOTS may only use a non-hard-surfaced runway if they are with a CERTIFIED FLIGHT INSTRUCTOR or they have completed a grass strip checkout, received a grass strip signoff from a PERFORMANCE AIRCRAFT CERTIFIED FLIGHT INSTRUCTOR, and have the permission from PERFORMANCE AIRCRAFT management.

Operations from gravel, fields, or highways are never allowed.

PERFORMANCE AIRCRAFT must be immediately contacted in the event of any off airport or unplanned landing.

Redispatch Procedures

- (1) Unplanned/Emergency landings on airports by dual flights, for whatever reason, shall be reported to a PERFORMANCE AIRCRAFT EMPLOYEE with dispatching authority. The Chief Flight Instructor and/or Assistant Chief Flight Instructor should be notified and an Aircraft Maintenance Technician consulted if needed prior to redispatch.
- (2) Unplanned/Emergency landings on airports by solo flights, for whatever reason, shall be reported to a PERFORMANCE AIRCRAFT EMPLOYEE with dispatching authority and the ASSIGNED FLIGHT INSTRUCTOR.

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The flight shall not be redispached until approved by the Chief Flight Instructor and/or Assistant Chief Flight Instructor and an Aircraft Maintenance Technician has been consulted if needed.

- (3) Unplanned/Emergency landings off airports, by dual or solo flights, shall be reported to a PERFORMANCE AIRCRAFT EMPLOYEE with dispatching authority. Redispach of the flight shall be the responsibility of the Chief Flight Instructor and/or Assistant Chief Flight Instructor only after consultation with and approval of the Flight Training Manager and/or President of PERFORMANCE AIRCRAFT and an Aircraft Maintenance Technician.

Notification of an unplanned/emergency landing is recommended via a phone call or a voice message. Emails are acceptable. The office phone number for PERFORMANCE AIRCRAFT is (402) 475-8400 and includes support outside of normal business hours. The Flight Training Manager (who does not hold dispatching authority for flights performed under Part 141 but can pass along any reported notification appropriately) is reachable directly at (531) 289-2381. The Chief Flight Instructor is reachable at (531) 289-2376.

Aircraft Discrepancies

Aircraft discrepancies should be brought to the attention of an AUTHORIZED FLIGHT INSTRUCTOR or FAA certificated airframe and powerplant mechanic and written up and entered into the maintenance tracking software. Aircraft shall not be returned to service and/or dispatched until a properly qualified person determines its airworthiness. No pilot shall operate an aircraft with known discrepancies that relate to the airworthiness of said aircraft.

Simulated Emergency Landing Training and Minimum Altitude Limitations

- (1) Simulated emergency landings shall not be attempted without the presence of a CERTIFIED FLIGHT INSTRUCTOR, except in accordance with an approved training curriculum, and never continued to less than 500 feet above ground except when operating in the traffic pattern (provided it does not interrupt airport traffic).
- (2) Emergency landing practice shall not be conducted over congested areas, on an airway or within a 5 NM radius of an airport except when operating in the traffic pattern.
- (3) In uncongested areas, a practice emergency landing shall not descend to such an altitude that the aircraft is closer than 500 feet to any person, vehicle, vessel, or structure.
- (4) Stalls shall not be practiced over any congested area or within a 5 NM radius of an airport.
- (5) Stalls shall be practiced at an altitude that permits stall recovery at least 1,500 feet above the ground.
- (6) Spins must be terminated above 3,000 feet AGL (and no passengers may be aboard during spin training).
- (7) Engine cooling during prolonged glides and engine response to rapid throttle application must be anticipated during simulated forced landings.
- (8) Carbureted engines will have carburetor heat turned on prior to power reduction and the engine will be cleared with the throttle every 20 to 30 seconds.

Weather Minimums

All VFR flights must be conducted in compliance with the visibility and cloud separation requirements of Federal Aviation Regulations (FARs) § 91.155 and § 91.157. No VFR flights shall be conducted under a Special VFR Clearance. No VFR flights shall be conducted at night in marginal VFR conditions (ceilings less than 3,000 feet and visibility less than five miles).

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Instrument flights may be conducted as long as weather minimums exist at departure, destination, and alternate airports as required by FARs and this document.

RENTER PILOTS must consult with a CERTIFIED FLIGHT INSTRUCTOR prior to conducting a flight if weather is forecast to be marginal VFR (1000-3000 foot ceilings or 3-5 miles visibility) or lower during the time of the proposed flight unless the pilot is instrument rated and current. RENTER PILOTS who are not instrument rated and current must contact PERFORMANCE AIRCRAFT to develop a plan of action if actual or forecast conditions are encountered that are below basic VFR minimums.

Without a CERTIFIED FLIGHT INSTRUCTOR occupying a pilot station, maximum surface winds (actual or forecast) shall not exceed 30 knots or the maximum demonstrated crosswind component of the aircraft, whichever is lower, for all flights (local and cross-country). All STUDENT PILOTS in all courses, before being authorized for solo in any aircraft, can be assigned a maximum surface wind limitation and a maximum crosswind component limitation for that make and model aircraft. The maximum surface wind, the maximum crosswind component, and the aircraft make and model if applicable shall be recorded in the STUDENT PILOT's logbook.

DUAL VFR LOCAL FLIGHTS shall be dispatched to the practice area only if the weather at the time of dispatch and forecasted weather for the duration of the contemplated flight plus one hour at the departure airport, enroute, and in the practice area is at least equal to or better than a ceiling of 2,000 feet and visibility of 5 miles for PRIMARY STUDENT PILOTS or a ceiling of 1,800 feet and visibility of 4 miles for ADVANCED STUDENT PILOTS, less than 30 knot surface winds, and less than the maximum demonstrated crosswind component for the aircraft in which the flight will occur.

DUAL VFR LOCAL TRAFFIC PATTERN FLIGHTS shall be dispatched only if the weather at the time of dispatch and forecasted weather for the duration of the contemplated flight plus one hour at the departure airport, enroute, and in the practice area is at least equal to or better than a ceiling of 1,500 feet and visibility of 4 miles for PRIMARY STUDENT PILOTS or a ceiling of 1,500 feet and visibility of 3 miles for ADVANCED STUDENT PILOTS, less than 30 knot surface winds, and less than the maximum demonstrated crosswind component for the aircraft in which the flight will occur.

DUAL VFR CROSS-COUNTRY FLIGHTS shall be dispatched only if the weather at the time of dispatch and the forecasted weather for the duration of the contemplated flight plus 2 hours at the departure airport, enroute, and all airports of intended use is at least equal to or better than a ceiling of 3,500 feet and visibility of 5 miles for PRIMARY STUDENT PILOTS or a ceiling of 3,000 feet and visibility of 4 miles for ADVANCED STUDENT PILOTS, less than 30 knot surface winds, and less than the maximum demonstrated crosswind component for the aircraft in which the flight will occur.

SOLO VFR LOCAL FLIGHTS shall be dispatched to the practice area only if the weather at the time of dispatch and the forecasted weather for the duration of the contemplated flight plus 2 hours at the departure airport, enroute, and in the practice area is at least equal to or better than a ceiling of 2,500 feet and visibility of 6 miles for PRIMARY STUDENT PILOTS or a ceiling of 2,000 feet and visibility of 5 miles for ADVANCED STUDENT PILOTS, surfaces winds are less than 20 knots and crosswind component less than 10 knots for PRIMARY STUDENT PILOTS and less than 25 knots and crosswind component less than 15 knots for ADVANCED STUDENT PILOTS.

SOLO VFR LOCAL TRAFFIC PATTERN FLIGHTS shall be dispatched only if the weather at the time of dispatch and the forecasted weather for the duration of the contemplated flight plus 1 hour at the airport of operation is at least

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equal to or better than a ceiling of 1,500 feet and visibility of 5 miles for PRIMARY STUDENT PILOTS or a ceiling of 1,500 feet and visibility of 4 miles for ADVANCED STUDENT PILOTS, surfaces winds are less than 20 knots and crosswind component less than 10 knots for PRIMARY STUDENT PILOTS and less than 25 knots and crosswind component less than 15 knots for ADVANCED STUDENT PILOTS.

SOLO VFR CROSS-COUNTRY FLIGHTS shall be dispatched only if the weather at the time of dispatch and the forecasted weather for the duration of the contemplated flight plus 3 hours at the departure airport, enroute, and all airports of intended use is at least equal to or better than a ceiling of 4,000 feet, 6 statute miles of visibility, surfaces winds are less than 20 knots and crosswind component less than 10 knots for PRIMARY STUDENT PILOTS and less than 25 knots and crosswind component less than 15 knots for ADVANCED STUDENT PILOTS.

DUAL IFR FLIGHTS shall be dispatched into instrument meteorological conditions only under the following circumstances:

1. The AUTHORIZED FLIGHT INSTRUCTOR has been authorized by the Chief Flight Instructor to instruct in instrument meteorological conditions in the type of aircraft involved and is instrument current per 14 CFR 61.57(c).
2. All the required flight instruments, communications and navigation equipment, including transponder, on board are known to be functional.
3. The weather at time of takeoff and the forecast for the duration of the contemplated flight plus 2 hours are such that return to the base of operations or an approved airport can be anticipated using the available visual or instrument approach procedures plus 200 feet and 1 mile of visibility above the lowest MDA or DA that the aircraft is capable of reaching.
4. A suitable alternate airport that meets the requirements of FAR part 91.169 is available and filed with ATC.
5. There are no known or forecast hazardous conditions such as icing, thunderstorms, high winds or other hazards to flight in the area of the contemplated flight.

SOLO IFR FLIGHTS shall be dispatched into instrument meteorological conditions only under the following circumstances:

1. The STUDENT PILOT/RENTER PILOT is current per 14 CFR 61.57.
2. All the required flight instruments, communications and navigation equipment, including transponder, on board are known to be functional.
3. The weather at time of takeoff and the forecast for the duration of the contemplated flight plus 2 hours are such that return to the base of operations or an approved airport can be anticipated using the available visual or instrument approach procedures plus 500 feet and 2 miles of visibility above the lowest MDA or DA that the aircraft is capable of reaching during the day. At night you must have plus 1000 feet and 3 miles of visibility above the lowest MDA or DA that the aircraft is capable of reaching.
4. A suitable alternate airport that meets the requirements of FAR part 91.169 is available and filed with ATC.
5. There are no known or forecast hazardous conditions such as icing, thunderstorms, high winds or other hazards to flight in the area of the contemplated flight.

All STUDENT PILOTS in all courses, before being authorized for solo in any aircraft, can be assigned a maximum surface wind limitation and a maximum crosswind component limitation for that make and model aircraft. The maximum surface wind, the maximum crosswind component, and the aircraft make and model if applicable shall

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be recorded in the student's training record and/or pilot logbook.

A crosswind computer shall be used to determine the crosswind component for takeoffs and landings.

No flights may be dispatched when the temperature is below 0°F (-18°C). No flights may be conducted when temperatures are above 100°F (37°C) or below 10°F (-12°C) unless permission is obtained from the Chief Instructor, or the Assistant Chief Instructor. When flying in cold/hot weather, instructors and customers will be appropriately dressed for the weather. When permission is obtained to fly below 10°F, the following procedures/maneuvers are prohibited:

- a. Touch and goes, and stop and goes
- b. Engine shutdowns (Multi-engine only)
- c. Emergency descents
- d. Power off landings (Power off 180s)
- e. Simulated engine out procedures
- f. Steep spirals
- g. Any maneuvers that involve low power settings for extended periods of time

Solo night time operations will not be conducted by PRIMARY STUDENTS.

Flights shall not be dispatched regardless of ceiling, visibility and wind conditions, if known or forecast hazardous weather conditions such as icing, thunderstorms, high wind, etc. exist within the area of operations that may endanger the flight.

It may become necessary for PERFORMANCE AIRCRAFT to refuse rental of an aircraft for a local or cross-country flight due to weather or other unsafe conditions as determined by a CERTIFIED FLIGHT INSTRUCTOR.

Collision Avoidance

The primary responsibility for collision avoidance rests almost entirely with the PIC. Although several systems have been designed as safety aids, nothing can replace your vigilance. It is extremely important that each PILOT in the aircraft exercise constant vigilance looking for other aircraft, both on the ground and in the air, and to inform the PIC of all such traffic that could be a factor affecting safety. Review collision avoidance procedures frequently and strive to develop them into positive habits. The following guidelines are included to assist you.

- a) Check both the approach and departure paths prior to takeoff or landing.
- b) Check both directions before taxiing across a taxiway or runway.
- c) Never taxi so fast that you could not stop without brakes.
- d) Be particularly vigilant when flying in the vicinity of navigation aids and uncontrolled airports.
- e) Fly proper traffic patterns and be alert for the pilot who isn't.
- f) Make use of radar advisory services when available, but always keep in mind that radar does not necessarily see all aircraft.
- g) Learn and use proper scanning techniques for day and night operations.
- h) Use the Common Traffic Advisory Frequency (CTAF) at non-towered airports.
- i) Operate the anti-collision light whenever the engine is running.
- j) Abide by the right-of-way rules, however, when in doubt as to the actions of the other aircraft, do not hesitate to give way.

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- k) When cruising VFR, use the hemispherical rule for cruising altitudes.
- l) Use the "Spot Method" for determining the collision potential of another aircraft within your field of vision.
- m) Execute periodical "S" turns during prolonged climbs and descents in order to clear the air space in front of you. Avoid steep climbs by using cruise climb as soon as you reach a safe altitude.
- n) Know the blind spots of your aircraft, and periodically maneuver to see into the blind spots.
- o) Make clearing turns prior to entering each flight maneuver involving abnormal flight attitudes.

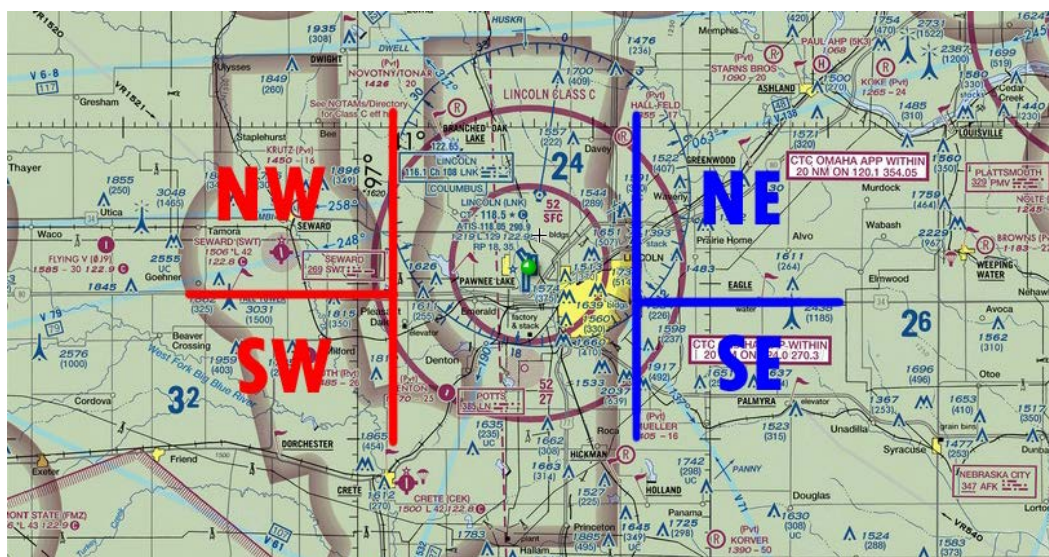
Practice Areas

The designated practice areas are defined as the northwest, southwest, northeast, and southeast. As a general rule do not get more than about twenty miles away from Lincoln Municipal Airport (KLNK) when in any of these practice areas.

The eastern border of the western two practice areas is defined as three miles west of Pawnee Lake, a lake that is five miles west of KLNK. These two practice areas are separated by Interstate 80 which runs in an easterly and westerly direction. There are no western, northern, or southern borders for these two practice areas but do be maintaining situational awareness about your location relative to the Seward airport in the northwest practice area and Crete airport in the southwest practice area. Crete also has skydiving operations over the airport below 11,500 primarily on the weekends and holidays.

The western border of the east practice areas is 84th street in Lincoln, NE. The easiest way to identify 84th street is where the fields start and the neighborhoods stop going east. These two practice areas are separated by highway 34 (O Street) which runs in an easterly and westerly direction. There is no eastern, northern, or southern borders for these practice areas. Below is a map of the practice areas to help you understand where they are better.

Practice Areas Map



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STUDENT PILOTS who are enrolled in any Part 141 or Part 61 course of training at PERFORMANCE AIRCRAFT must have received the standard operating safety procedures and practices before beginning that course. An electronic copy will suffice and will be provided if an email is shared by the RENTAL PILOT with PERFORMANCE AIRCRAFT although a physical paper copy is available upon request. Standard operating safety procedures and practices should be used as a reference as needed throughout the course of training.