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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	1.4	6/27/2022
1 - Record of Revisions	Record of Revisions	1-1	1.4	6/27/2022
2 - Table of Contents	Table of Contents	2-1	1.2	1/15/2019
3 - SOPs	Standard Operating Safety Procedures & Practices	3-1 to 3-11	1.4	6/27/2022

FAA APPROVED	
OFFICE DESIGNATOR: EA07	
SIGNATURE:	EFFECTIVE DATE:

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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.
1.3	4/15/2022	3-2, 3-6, 3-7, 3-8 – 3-10, 3- 11	Added Chief Instructor/Asst. Chief Instructor availability and phone numbers, revised weather minimums, revised aircraft fire precautions, revised unplanned/emergency landings, edited re-dispatch procedures, edited simulated emergency landing training and minimum altitudes, added practice area guidance
1.4	6/27/2022	All except 2-1.	Changed d/b/a reference of Performance Aircraft to Ignite Flight Academy, changed references of PERFORMANCE AIRCRAFT to IGNITE FLIGHT, minor format corrections of spacing and punctuation.

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STANDARD OPERATING SAFETY PROCEDURES & PRACTICES (SOPs)

Overview

At Performance Aircraft Sales, Inc. d/b/a Ignite Flight Academy (IGNITE FLIGHT) 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. IGNITE FLIGHT 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 **IGNITE FLIGHT** 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 **IGNITE FLIGHT** aircraft must execute an Aircraft Rental Agreement with **IGNITE FLIGHT**.

All flights that are to be performed under Part 141 regulations, dual and solo, shall be dispatched in accordance with the flight schedule by the Chief Flight Instructor, Assistant Chief Flight Instructor, or the **AUTHORIZED FLIGHT INSTRUCTOR**. All flight dispatches shall be recorded. The Chief Instructor is available at the school or by phone

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during the times that training is given for an approved course. In the absence of the Chief Instructor, the Asst. Chief Instructor is available at the school or by phone.

For all RENTER PILOTS and ADVANCED STUDENT PILOTS 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 IGNITE FLIGHT 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 IGNITE FLIGHT aircraft within the past 90 days.

STUDENT PILOTS must be under the direct supervision of an IGNITE FLIGHT CERTIFIED FLIGHT INSTRUCTOR.

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

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 IGNITE FLIGHT CERTIFIED FLIGHT INSTRUCTOR, may operate IGNITE FLIGHT aircraft.

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

RENTER PILOTS must occupy the left seat unless they have completed right seat training and a checkout from a IGNITE FLIGHT 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.

RENTER PILOTS may not operate the aircraft for any unlawful purpose. RENTER PILOTS will land at public use

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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 IGNITE FLIGHT in the event of undue delay or any other unexpected circumstances.

No international flights may be conducted without prior approval from IGNITE FLIGHT.

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

Pilot Currency Requirements

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

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

To be eligible to rent any aircraft from IGNITE FLIGHT, 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 IGNITE FLIGHT 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 IGNITE FLIGHT 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.

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.

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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 IGNITE FLIGHT management.

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

Do not put the chocks in the aircraft. They belong to the FBO. Do 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.

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

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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.

Aircraft Fire Precautions

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

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In the event of an aircraft fire, follow the procedures outlined in the aircraft POH Section 3. Each pilot and CFI will be familiar with and utilize the emergency procedures in the POH/checklist. As stated in the POH, **bold faced** items are immediate action items and should be committed to memory. If on the ground, only use the fire extinguisher if able to do so without undue personal risk. Afterwards, follow the procedures outlined in the aircraft discrepancy section of this document.

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 an IGNITE FLIGHT CERTIFIED FLIGHT INSTRUCTOR, and have the permission from IGNITE FLIGHT management.

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

Following an unplanned or emergency landing, follow the procedure in section 4 of the POH for securing the aircraft. If medical services are required, call 911. Secure the aircraft using the supplies provided in the baggage compartment. If leaving the aircraft unattended, lock the doors and windows and take the keys with you. Contact IGNITE FLIGHT as soon as practical after the previous steps have been taken (see the contact info in the last paragraph of the redispatch procedures below).

Redispatch Procedures

- (1) Unplanned/Emergency landings on airports by dual flights, for whatever reason, can be redispatched by the CERTIFIED FLIGHT INSTRUCTOR. The Chief Flight Instructor and/or Assistant Chief Flight Instructor will 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 the ASSIGNED FLIGHT INSTRUCTOR, if applicable. Otherwise, the landing must be reported to the main office

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of IGNITE FLIGHT (see phone number below). The flight shall not be redispached until approved by the Chief Flight Instructor and/or Assistant Chief Flight Instructor, or an IGNITE FLIGHT EMPLOYEE with dispatching authority, 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 IGNITE FLIGHT and the ASSIGNED FLIGHT INSTRUCTOR, if applicable. Redispach of the flight shall be the responsibility of the Chief Flight Instructor and/or Assistant Chief Flight Instructor only after consultation with an Aircraft Maintenance Technician.

Notification of an unplanned/emergency landing is recommended via a phone call or a voice message. The office phone number for IGNITE FLIGHT is (402) 475-8400 and includes support outside of normal business hours. The Chief Flight Instructor, Rich Bates, is reachable at (509) 654-4999. The Asst. Chief Instructor, Jacob Wilson, is reachable at (402) 430-4078 in the absence of the Chief Instructor.

Aircraft Discrepancies

Aircraft discrepancies are to be brought to the attention of an AUTHORIZED FLIGHT INSTRUCTOR and/or management of IGNITE FLIGHT and entered into the flight schedule/dispatch system. A discrepancy can be entered into the system by pilots, instructors and front desk personnel at the time of check-in or anytime by selecting the aircraft in the system and choosing "add squawk". If the discrepancy is such that the aircraft is unairworthy, the aircraft is to be grounded in the system by checking the "ground aircraft" option when entering the discrepancy. Place a red "Do Not Fly" tag (available at the front desk) on the control yoke of the grounded aircraft. If there is doubt about the airworthiness of the aircraft, the aircraft is to be grounded. When a discrepancy is entered into the system, management is automatically notified to review the discrepancy. The person entering the discrepancy may be asked to provide further details. The flight schedule/dispatch system will block any attempt to dispatch a grounded aircraft. An unairworthy aircraft will not be returned to service and/or dispatched until an A&P mechanic determines the aircraft to be airworthy and makes an appropriate entry in the aircraft logbook if applicable.

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) With the exception of accelerated stalls, stalls in a single engine plane shall be practiced at an altitude that permits stall recovery at least 1,500 feet above the ground. All stalls in a multi-engine plane, and accelerated stalls in the single engine plane, shall be practiced at an altitude that permits recovery at least 3,000 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. If equipped close cowl flaps, enrichen the mixture as the

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plane descends, and clear the engine periodically (e.g. once every 500 feet or every minute) with the throttle. Avoid “jamming” the throttle forward on the recovery.

- (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.
- (9) When simulating an engine failure in a multiengine airplane, Zero Thrust can be set on the “dead” engine according to the POH, or approximately 10” of MAP and 2000 RPM on the “dead” engine.

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.

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 during the day 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 will not conduct night flights in marginal VFR or worse conditions. RENTER PILOTS who are not instrument rated and current must contact IGNITE FLIGHT to develop a plan of action if actual or forecast conditions are encountered that are below basic VFR minimums. Maximum surface winds shall not exceed 30 knots or the maximum demonstrated crosswind component of the aircraft.

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 lower than this SOP and minimum visibility and ceiling higher than this SOP. The maximum surface wind, the maximum crosswind component, the minimum visibility, the minimum ceiling, and the aircraft make and model if applicable, shall be recorded in the STUDENT PILOT’s logbook.

Unless approved by the Chief Instructor or Asst. Chief Instructor, training flights shall be dispatched only if weather at the time of dispatch and for the duration of the flight meets the following specifications:

LOCAL TRAFFIC PATTERN FLIGHTS

- Minimum 3 sm visibility
- Minimum ceiling of 1500’
- Maximum wind for dual flights: 30 kts
- Maximum crosswind component for dual flights: maximum demonstrated
- Maximum winds for solo flights: sustained 20 kts, gust factor 10 kts, crosswind component 10 kts

DUAL VFR FLIGHTS (other than traffic pattern)

- Minimum 4 sm visibility
- Minimum ceiling of 2000’
- Maximum wind: 30 kts with a maximum demonstrated crosswind component

SOLO VFR FLIGHTS (other than traffic pattern)

- Minimum 6 sm visibility

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- Minimum ceiling of 3000'
- Maximum wind: sustained 20 kts, gust factor 10 kts, crosswind component 10 kts

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

1. The AUTHORIZED FLIGHT INSTRUCTOR 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 are such that return to the base of operations 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 are such that return to the base of operations 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.

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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. are likely to be encountered along the route and altitude of the flight.

It may become necessary for IGNITE FLIGHT 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.
- k) When cruising VFR, use the hemispherical rule for cruising altitudes.

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- 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.

Practice Areas

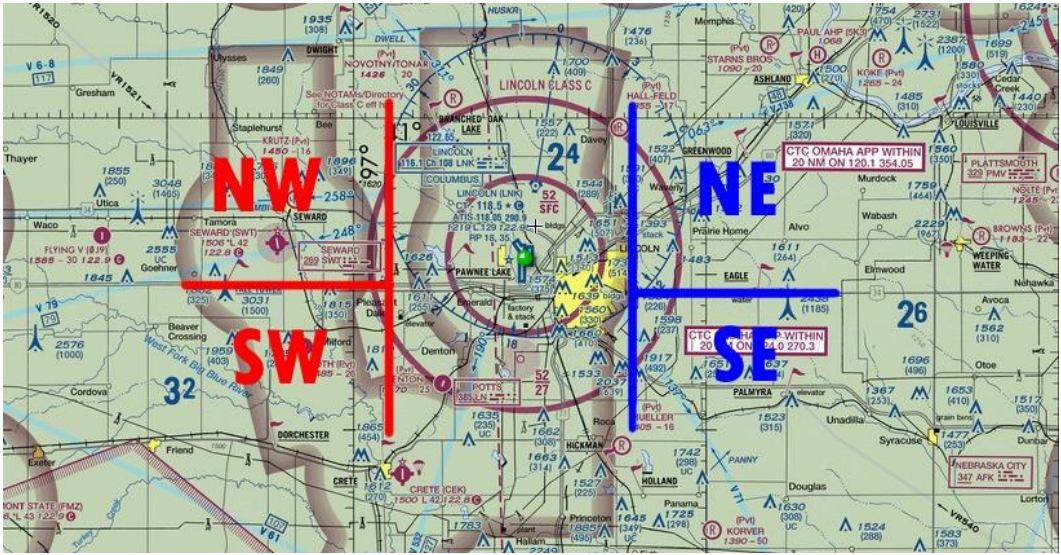
The designated practice areas are defined as the northwest, southwest, northeast, and southeast. Descriptions and a map are below. When transiting the area between the airport and practice areas, follow any course guidance and altitudes given by ATC. In the absence of ATC, maintain 3000' MSL or higher while enroute to and from a practice area. Pay attention to ATC while in the practice area as they may issue other limitations (e.g., "remain north of US 34", or "remain at or below 4500 feet"). 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

	<p>Standard Operating Safety Procedures & Practices (SOPs)</p>	<p>Page: 3-12 Revision: 1.4 Date: 27 June 2022</p>
<p>Section 3: SOPs</p>		



STUDENT PILOTS who are enrolled in any Part 141 or Part 61 course of training at IGNITE FLIGHT 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 IGNITE FLIGHT 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.