

Dean International, Inc.



Flight Training and Aircraft Rentals

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Flight Safety Manual

FAR 141

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8/8/2010

Revision Control Record

<i>Revision Number</i>	<i>Date</i>	<i>Revised Pages</i>	<i>Entered By:</i>
0	11-30-2006	Original	Ian Robert Dean
1	08-08-2010	<p>all pages: header with school address removed, LEP moved to the footer and reformatted</p> <p>pg. 1: new cover page</p> <p>pg. 2: Revision Control Record added</p> <p>pg. 3: addition of Table of Contents</p> <p>pg. 4: addition of "Preflight Procedures".</p> <p>pg. 5: addition of the statement: "While taxining....."</p> <p>pg. 6: addition of Robert Dean's phone number</p> <p>pg. 7: new maintenance discrepancy sheet added</p> <p>pg. 13: addition of instructor datasheet</p>	Ian Robert Dean

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Flight Safety Manual

When you fly our airplanes at Dean International, there are certain rules you must follow and respect. They are requirements, not an option. The safety regulations covered in this chapter may also be listed in the pilots operating handbook (POH) and the Federal Aviation Regulations and should still be reviewed as usual before each flight.

Whether minimums

The following weather criteria will be used in determining the minimum weather conditions in which students may be dispatched for training operations from the Kendall-Tamiami Executive Airport.

Conditions	Ceiling	Visibility
VFR DAY		
<i>Local (within 25 nautical miles)</i>		
Dual	1500 feet	3 statute miles
Solo	1500 feet	3 statute miles
<i>Cross-country</i>		
Dual	2000 feet	3 statute miles
Solo	2500 feet	5 statute miles
VFR NIGHT		
<i>Local (within 25 nautical miles)</i>		
Dual	2000 feet	3 statute miles
Solo	2500 feet	5 statute miles
<i>Cross-country</i>		
Dual	2000 feet	3 statute miles
Solo	2500 feet	5 statute miles
IFR day/night		
Dual	Ceiling and visibility in accordance with approach minimums	Instrument Meteorological Conditions
Solo	<u>Chief or assistant chief instructor authorization required</u>	Instrument Meteorological Conditions

Maximum crosswind component: 10 knots for student pilots.

Maximum crosswind component: 15 knots for commercial pilots.

Important: Any deviation from the above requires prior approval by the Chief Instructor.

Preflight Procedures

The pilot in command is responsible to check the following items have been completed prior to flight:

1. 100 hour inspection
2. Annual
3. VOR check (every 30 days)
4. Altimeter/Pitot Static System (every 24 calendar months)
5. ELT (every 12 months)

The pilot in command may NOT fly the aircraft if the time limitations on these inspections have been exceeded.

Starting and Taxing Procedures

STARTING

All aircraft shall be started in accordance with the procedures established by the school, and the manufacturer's Pilot Operating Handbook (POH) or approved Aircraft Flight Manual (AFM).

Before starting, you must ensure that nothing is or will be in the vicinity of the propeller during engine starts. In addition, just prior to the engine start, you must call out "clear" or "clear prop" and wait momentarily, checking the immediate vicinity of the airplane before engaging the starter.

Important: No hand propping of Dean International aircraft is allowed.

TAXING

The primary requirement of safe taxing is positive control and the ability to stop or turn where and when desired. The taxing speed should be such that when the throttle is closed, the airplane may be stopped promptly.

While taxiing, clearances from all obstructions and other aircraft must be ensured.

Important: If at any time there is doubt about wingtip clearance, the airplane must be stopped. Seek assistance. If no assistance is available to verify clearance, proceed no further and shut down the engine.

In addition, when taxing the aircraft, controls must be positioned relative to the wind direction in accordance with the manufacturer's Pilots Operating Handbook (POH) or approved Aircraft Flight Manual (AFM).

The aircraft must not be left unattended unless it is tied down.

While taxiing, the pilot in command must have their full focus and view outside of the cockpit, e.g. no copying of clearances or picking up of dropped items while the aircraft is moving.

Fire precautions and procedures

Smoking is not permitted on the ramp, or within 50 feet of any aircraft parked or in motion on the ramp. In addition, no smoking is permitted within any aircraft owned or operated by Dean International.

During cold weather operations, the manufacturer's cold starting procedure must be used while starting the aircraft. In addition, if an aircraft and/or engine fire is suspected, the aircraft manufacturer's procedure must be used.

- ✓ A fire extinguisher is located inside the Administrative Office.
- ✓ If needed, a first aid kit is located inside the Administrative Office.

Re-dispatch procedures

UNPLANNED LANDING

Due to unforecast weather conditions or other in-flight considerations, you may decide to land at an airport other than an airport originally planned and approved prior to your original departure. If this should occur, remember that as a student you are not authorized to conduct cross-country operations without an instructor endorsement.

After landing, contact this school (collect if necessary). Upon review and evaluation of your situation, the Chief Flight Instructor or an assigned Flight Instructor will re-dispatch your flight as appropriate.

FORCED LANDING

During an in-flight emergency, it may be necessary to land somewhere besides an airport. If this should occur, remember to secure your airplane appropriately by turning off the fuel, turning the plane into the wind, securing the controls and inspecting for damage. Then contact this school (collect if necessary) to advise of your situation and to receive further instruction.

Your flight instructor will cover emergency landing procedures under various conditions. The Everglades is poor place for an emergency landing, but if one should become necessary, aim for something such as a firm road. If you end up landing in the swamps, stay with the airplane until help arrives.

Necessary phone numbers are as follows:

Robert Dean	(305) 282-3058
Dean International, Inc.	(305) 259-5611
Falcon Trust Air	(305) 871-3105
Flight Service Station	1-800-WX-BREIF or 1-800-992-7433

Aircraft Discrepancies

Any aircraft discrepancies must be entered in the Maintenance Discrepancy Log. You will have access to this log and the aircraft keys by the Flight Dispatcher. The log contains a Maintenance Discrepancy Sheet.

Each sheet must be filled in completely with the following information:

1. Pilot name, date, phone number
2. Maintenance discrepancy description
3. Corrective actions and date
4. Signature and certificate number from airframe and powerplant (A&P) mechanic

Maintenance Discrepancy Log Sheet

N	Date:	Corrective Action Date:	
Name:		Corrective Action:	
Phone:			
Discrepancy:			
		Signature:	Certificate No:

If during the preflight of an aircraft at Kendall-Tamiami Executive Airport (KTMB), the pilot discovers a discrepancy of the aircraft, he/she must return dispatch booklet to flight dispatch and complete the maintenance discrepancy sheet.

If the discrepancy does not affect the airworthiness of the aircraft, the Chief Flight Instructor will be responsible for consulting with the maintenance department to determine if the flight can continue under a deferred status and be returned to service.

If a discrepancy occurs away from the Kendall-Tamiami executive Airport (KTMB), you must contact flight dispatch at (305) 259-5611 (collect if necessary) and they will forward your call to a maintenance department mechanic to determine the status of a discrepancy. If the mechanic and you agree to defer the discrepancy, you must complete the appropriate form (deferred), and continue the flight as planned or return the aircraft to the Kendall-Tamiami Executive Airport (KTMB), as appropriate.

Once you have talked with the mechanic; you must contact the Chief Flight Instructor at (305) 259-5611 (collect if necessary), and inform them of the problem.

Important: you are responsible for the safety of the flight and of the final authority as to that flight.

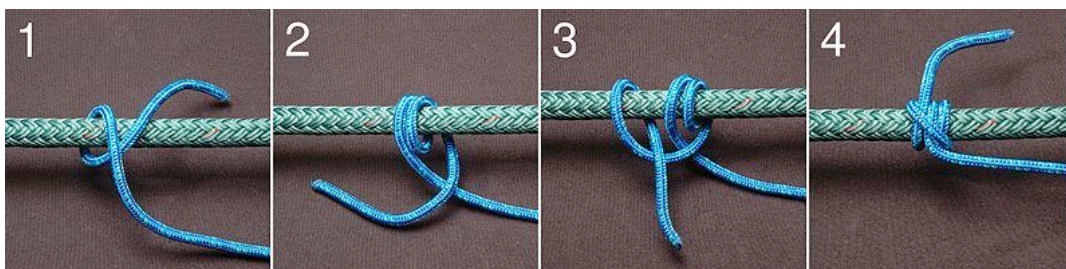
When the aircraft is returned to the school from the maintenance department, ensure that the discrepancy form has been signed off by the mechanic.

Securing of aircraft

It is the responsibility of the pilot in command to ensure that the aircraft is properly secured at the completion of each flight.

After shutdown, install the control lock, if applicable, and attach the tie down ropes. Tighten their ropes using a double wind knot or rolling hitch as shown below so as too firmly secure the aircraft without overstressing it. Use a second double wind knot to secure the free end of the rope. When making a final check of the cockpit, ensure that the parking brake, ignition or magneto switches are in the off position, and that all trash has been removed. Ensure all doors, windows, and vents are closed to prevent water damage from rain showers.

Important: Dean International aircraft must be secured before being left unattended for any reason.



Rolling Hitch

Fuel requirements

Fuel requirement for flights in VFR conditions:

No student may begin a flight in an airplane under VFR unless, considering wind and forecast weather conditions, there is enough fuel to fly to the first point of intended landing and assuming normal cruising speed:

1. During the day, to fly after that for least 30 minutes; or,
2. At night, to fly after that for at least 45 minutes

Fuel requirements for flight in IFR conditions:

Except as provided below (*), no student may operate an aircraft in IFR conditions unless it carries enough fuel, considering weather reports, forecasts, and weather conditions, too:

1. Complete the flight to the first airport of intended landing.
2. Fly from the airport to the alternate airport; and
3. Fly after that for 45 minutes at normal cruising speed.

* the above does not apply if:

1. Part 97 prescribes a standard instrument approach procedure for the first airport of intended landing; and,
2. For at least 1 hour before and 1 hour after the estimated time of arrival at the airport, the weather report or forecasts or any combination of them indicate:
 - a. The ceiling will be at least 2000 feet above the airport elevation; and
 - b. Visibility will be at least 3 miles.

Dean International Fuel Requirements:

Aircraft are authorized to only fly a maximum of **3 cumulative hours**, starting with full fuel tanks, from engine start to final landing. Afterwards, tanks must be refilled prior to continued flight.

Collision avoidance

All students and instructors shall maintain a continuous, vigilant watch for other traffic as the primary means of collision avoidance when flying in visual meteorological conditions (VMC).

1. Keep your attention outside the aircraft as much as possible; and
2. Be alert for distractions that may draw your attention away from the outside;
3. Use a complete scan from as far behind you as reasonable, sweeping in 20° increments around the front of the aircraft to as far behind you as reasonable on the other side;
4. Be aware of potential blind spots inherent to the type of aircraft you're flying, and;
5. Make no turns without first scanning the area that may be blocked out by either wing;
6. Make gentle turns left and right as necessary when climbing or descending to help see past the aircraft engine cowling;

7. Be prepared to react appropriately to avoid a collision hazard by remaining in normal flying position with hands and feet on proper controls;
8. Be especially alert for any aircraft in flight that appears on the horizon to be growing in size and remaining in the same relative position in the windshield (this aircraft is on a collision course with you);
9. Take prompt action to avoid any possible traffic conflict, and;
10. Observe right of way regulations, but do not create a collision hazard by insisting on your own right of way.

The anti-collision lights, strobes, and beacon light must be on during day operations on the runway and in-flight. Landing lights must also be on during takeoff and landing operations and in the vicinity of the landing airport (10 nautical miles). In addition, landing lights may be operated in other flight operations so as to enhance the “see and avoid” concept.

Students and instructors should also familiarize themselves with all obstruction locations in the local area as well as any along any route of flight.

Minimum altitudes and limitations

The minimum altitudes allowed to be flown for all normal situations in this institution will be in accordance with FAR 91.119 (a-c); except as noted (*):

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- A. Anywhere: an altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- B. Over congested areas: over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
- C. Over other than congested areas: An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

Simulated emergency approach and landing operations may be conducted only during dual flight instructional periods.

Simulated emergencies

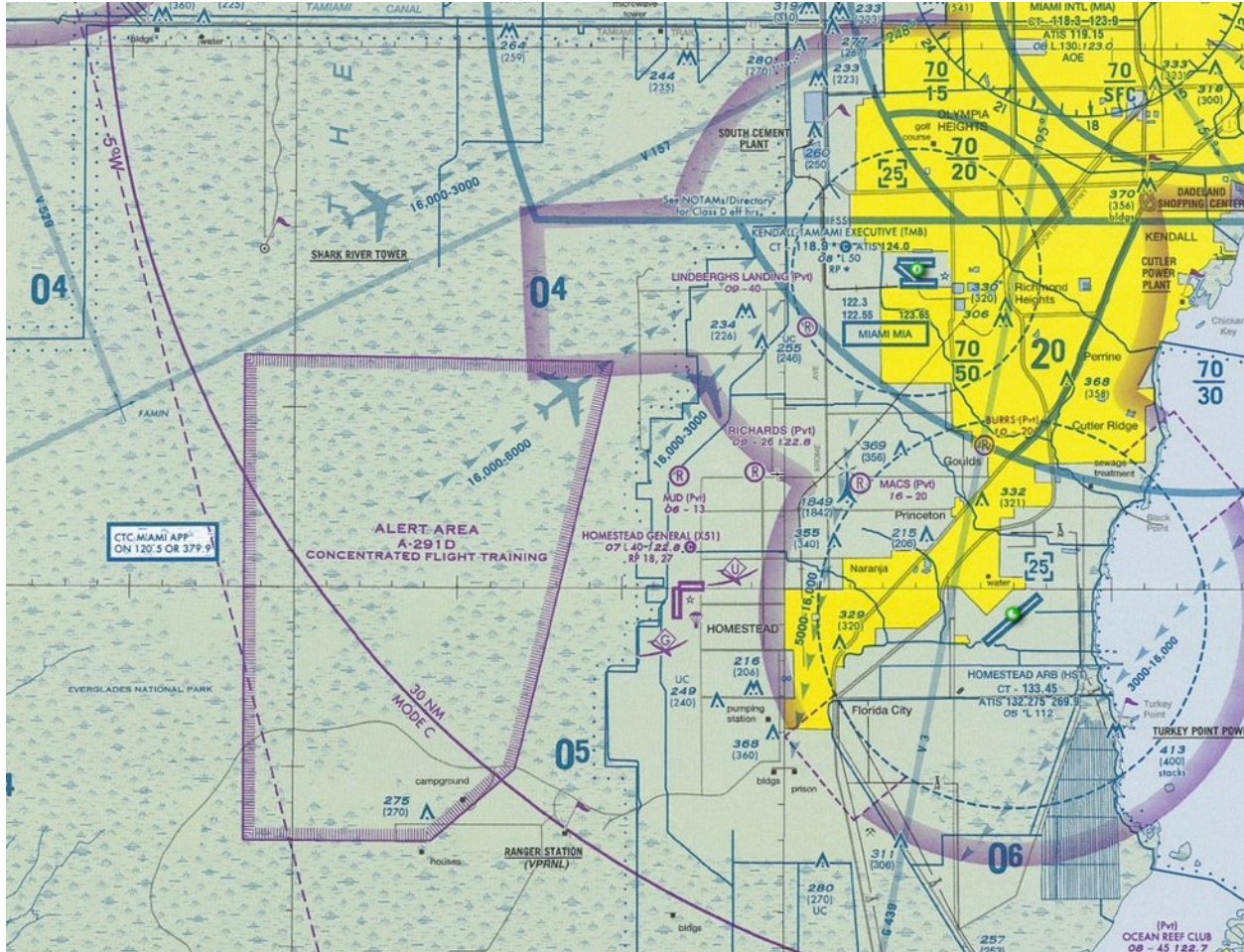
All simulated emergencies must be supervised at all times by an instructor as dual instruction.

Practice area

A local practice area has been designated to provide for student instruction and solo practice. The Dean International local practice area can be described as follows:

Alert Area: A-291D

The limits of the practice area are from 500 feet above ground level up to 3900 feet mean sea level.



Flights fitness

Excerpts from AC60-22

A “go or no-go” decision should be made before each flight. You should not only perform the preflight check of the aircraft, weather conditions, and NOTAMs on each and every flight; as a pilot, you should also perform the personal preflight evaluation, asking him or herself, “could I pass my FAA Medical examination right now”? If the pilot cannot answer that question with an absolute “yes”, then the pilot should not fly. The following checklist was intended for the pilot’s personal preflight use:

1. Do I feel well? Is there anything wrong with me at all?

2. Had I taken any medication in the last 12 hours?
3. Have I had as little as 1 ounce of alcohol in the last 12 hours?
4. Am I tired? Did I get a good night's sleep last night's?
5. Am I under undue stress? Am I emotional right now?
6. Have I eaten in a sensible meal? Do I have a protein snack such as cheese, nuts, or meat aboard?
7. Am I dehydrated? Do I need to drink water?
8. Am I equipped with sunglasses, eye protection, and appropriate clothing?

If you are having difficulty answering the above questions, please confer with your flight instructor for guidance before beginning any flight activity.

Taxi takeoff and landing operations

- a) All aircraft shall use lighting during taxi and takeoff operations.
- b) Read-back and hear-back is required for all: (1) hold short, (2) position and hold, and (3) runway crossing instructions.

Note: pilots should not merely acknowledge the air traffic control instructions or clearances to enter a specific runway, hold short of a runway and taxi into "position in hold" by only using their call sign and saying "RODGER" or "WILCO". Instead, they should read back the entire instruction or clearance including the runway designator.

