

## ATLANTIC AVIATION AND FLIGHT CENTER STUDENT PILOT PROCEDURES FOR SOLO FLIGHT

### LOCAL PRACTICE AREAS

- 1) Before flying solo in the practice areas, a student pilot receiving flight training at AAFC must have:
  - a) Satisfactorily completed a pre-solo written exam
  - b) Obtained at least a third class medical certificate
  - c) Performed all the required flight and ground training IAW FAR 61.87(d)
  - d) Received the appropriate log book and medical certificate endorsement from the instructor who has provided the solo flight training. (Carried on their person)
  - e) A signed Renters Insurance Agreement. (see attached)
- 2) Unless otherwise specified on the log book endorsement made by the students flight instructor, no student shall practice take offs and landings in the KEWB traffic pattern unless the ceiling is at least 3,000' AGL and visibility is at least 3 SM (5 SM at night) and the wind is + / - 20 degrees of the runway heading at or below 10 kts. Night solos must contain an authorized endorsement from the authorized instructor who provided the training.
- 3) All student pilots who are soloing in the local practice areas shall have in their possession a current Boston Terminal Area Chart clearly depicting the Alpha, Bravo, Charlie and Delta practice areas with the appropriate practice area CTAF 123.50.
- 4) All student pilots will exercise extreme vigilance and appropriate see avoid procedures while maneuvering in the practice areas.
- 5) All student pilots will perform clearing turns prior to any maneuver executed in the practice area. A clearing turn is a 90 degree turn to the left and a 90 degree turn to the right, or a 180 degree turn, or a 360 degree turn.
- 6) All student pilots will adhere to the applicable VFR / airspace cloud clearance and visibility limitations while maneuvering in the practice areas.
- 7) When entering, remaining in and exiting the practice area, student pilots shall announce on 123.50 the practice area, their position, altitude, direction of flight and intentions prior to the beginning of any maneuver or airspace transition.

- 8) When exiting the practice area student pilots shall provide a position report and announce "last call" on the common traffic frequency 123.50. Students will obtain the latest ATIS report and contact KEWB ATC with their position, altitude and intentions no later than 10 statute miles (when practical) from the airport boundary.
- 9) Student pilots may not solo in the practice area unless:
  - a) The appropriate training on entering and exiting procedures has been given and
  - b) An endorsement is made in the students log book under the solo authorization requirements by the student's instructor.
- 10) Unless otherwise endorsed by the student's instructor, student pilots may not fly in the local practice area unless the ceiling is reported to be 3,500 feet and 5 statute miles visibility with no haze reported or 3500 feet AGL, 10SM with haze reported. If a student loses sight of the airport, the student will immediately contact KEWB ATC for assistance.
- 11) Stalls and slow flight shall be practiced at an altitude no lower than 3,000 AGL.
- 12) Ground reference maneuvers will only be performed so that in the event of an emergency the aircraft has a suitable place for landing. Special care should be taken not to disturb any farm animals, humans, or any other noise sensitive area.

*NOTE: The farm that is located between the Westport Rivers in Westport Massachusetts in the A/B practice area is considered a local noise sensitive area. Please use extra caution when flying over this area and avoid maneuvering at an altitude lower than 2500' AGL for a radius of 3 NM..*

- 10) No student pilot may practice forced landings outside the practice area.

### **ATLANTIC AVIATION AND FLIGHT CENTER STUDENT PILOT PROCEDURES FOR SOLO CROSS - COUNTRY FLIGHTS**

1. No student pilot may depart on a solo cross country flight unless the forecast permits the students' completion of a planned route without incident. Under no circumstances should the student continue if he / she experiences adverse weather conditions. In this case, the student should land at the nearest suitable airport and contact the flight school (508-979-7878) or the students flight instructor.

2. No student pilot may depart on a solo cross country flight without filing a flight plan with the FSS. (Flight Service Station) The flight plan should be opened by the student as soon as practical after becoming airborne. During the long cross country, flight plans will be opened and closed at each destination. Student pilots will obtain a weather briefing at each leg prior to departing from that leg. Student pilots will update their navigation log after receiving the latest weather and prior to departure.
3. No student pilot may depart on a solo cross country flight without having obtained a complete / standard weather briefing covering each leg of the route from time of departure to estimated time of return to KEWB, and the weather is forecast to be VFR for the duration of the flight.
4. No student pilot may depart on a solo cross country flight without having performed a complete pre - flight inspection of the aircraft to include available fuel and oil.
5. No student pilot may depart on a solo cross country flight without having enough fuel to complete the cross country flight and adequate reserves for the conditions of the flight.
6. Each student pilot on a solo cross country flight will calculate the amount of fuel remaining for each leg of the flight and note this amount on the navigation form.
7. No student pilot may depart on a solo cross country flight without a suitable alternate noted on the VFR flight plan form.
8. No student pilot may depart on a solo cross country flight unless that student has had his / her navigation plan and routes of flight reviewed by an authorized instructor.
9. Each student pilot is responsible for closing his/ her own flight plan within 30 minutes after landing. If the students ETA will be longer than 30 minutes the student shall notify the nearest FSS as soon as practical of the original destination. (IAW AIM 6-2-7g(3)).

Student pilot signature

Date:

Flight Instructor Signature

Date:

