



ST. CHARLES FLYING SERVICE, INC.

6016 Portage Road / Portage des Sioux, MO 63373 / (800) 447-6066
 www.stcharlesflying.com

24 HOURS DAILY

SAFETY PROCEDURES

Student's Copy

Weather Minimums:

Any flights to be conducted must be in accordance with the weather minimums and other operational charts provided in this section. Exceptions can be granted on a case by case basis, but such exceptions must be approved by the Chief Flight Instructor. Please refer any questions regarding these and other conditions to your Flight Instructor or the Chief Flight Instructor.

Private Pilot Course					
Stage	Type	Visibility	Ceilings	Crosswind	Total Wind
Stage I	Dual Local	3 SM	2000'	Instructor's Discretion	
	Solo Local	5 SM	3000'	6 Knots	12 Knots
Stages II and III	Dual Local	3 SM	2000'	Instructor's Discretion	
	Dual Cross Country	5 SM	3000'		
	Solo Local	5 SM	3000'	6 Knots	12 Knots
	Solo Cross Country	5 SM	5000'	6 Knots	12 Knots
Commercial and CFI Courses					
All Stages	Dual Local	VFR Minimums		Instructor's Discretion	
	Dual Cross Country				
	Solo Local	VFR Minimums		Maximum Demonstrated	25 knots
	Solo Cross Country	3 SM	3000'	Maximum Demonstrated	25 knots
Instrument, CFII and ATP Courses					
All Stages	Dual	1 SM	Minimums +200	Instructor's Discretion	
Multi-Engine Courses					
All Stages	Follow Private, Instrument and Commercial minimums except for the following:				
	Maneuver	Visibility	Minimum Altitude	Crosswind/Total Wind	
	Steep Turns	5 SM	3000' AGL	Instructor's Discretion	
	Slow Flight/Stalls	5 SM	3000' AGL		
	V _{MC} Demo	5 SM	5000' AGL		

Minimum Altitudes

Dual Instruction, Single Engine	
Simulated Engine Failures	When not in the airport traffic pattern, simulated engine failures will be terminated at no lower than 500' AGL
Performance Maneuvers	No lower than 1500' AGL or per aircraft POH
Stalls	No lower than 3000' AGL
Ground Reference Maneuvers	No lower than 600' AGL and must be done in an area that, in the event of an engine malfunction, an emergency landing will not create an undue hazard to persons or property on the ground
Student Pilot Solo, Single Engine	
Simulated Engine Failures	PROHIBITED
Performance Maneuvers	No lower than 2000' AGL
Stalls	No lower than 3000' AGL
Ground Reference Maneuvers	No lower than 600' AGL and must be done in an area that, in the event of an engine malfunction, an emergency landing will not create an undue hazard to persons or property on the ground

Collision Avoidance

All operations shall be conducted in order to minimize the risk of collision both on the ground and in the air. While on the ground, scan for other aircraft and monitor the Common Traffic Advisory Frequency (CTAF) or Ground Control (if at a towered field) to aid in situational awareness of other aircraft. The judicious use of aircraft lights and visual detection techniques shall be implemented. Clearing turns shall be done before the performance of any flight maneuvers other than normal turns, climbs or descents. Pilots are strongly encouraged to follow the recommended procedures outlined in the Aeronautical Information Manual regarding both collision avoidance and communications at non-towered airports.

Pilots shall take efforts to maintain a sterile cockpit during high risk phases of flight. These times include, but are not limited to: taxi, takeoff, climb, descent, traffic pattern operations and final approach & landing phases of flight.

Fuel Reserves

The minimum fuel reserve for any flight in our aircraft is one hour.