

# FIVE STAR FLIGHT

## Safety Procedures and Practices Manual KSCH Schenectady County Airport

141.93 (3) A copy of the safety procedures and practices developed by the school that describe the use of the school's facilities and the operation of its aircraft.

**Training Requirement Form**

As per FAR Part 141.93(a)(3), students will receive training from a Five Star Flight instructor on the contents of this manual and the practices herein. This training is to be conducted at the time the student enrolls in any approved training course and will consist of the following subjects:

- General rules and procedures
- Use of school facilities including restricted areas and access to the ramp.
- Weather minimums for flight training including max wind limitations and minimum altitude limitations
- Engine starting and taxiing procedures
- Fire precautions and procedures
- Re-dispatch procedure after unplanned landing
- Aircraft discrepancies and approval for return-to-service determinations
- Securing of aircraft when not in use
- Fuel reserves
- Avoidance of other aircraft
- Minimum altitude limitations and simulated emergency landing instructions
- Use of practice area

After training is complete, this page shall be signed by the student acknowledging that they have received the instructions on the areas listed above and that they are familiar with the contents of this manual.

**Drug and Alcohol Policy:**

Five Star Flight will enforce all Federal Aviation Regulations pertaining to the student’s use of aircraft. Under no circumstances will a student be allowed to operate an aircraft (either dual or solo) while under the influence of alcohol, or drugs of any kind, that affects their faculties in any way contrary to safety, which includes but is not limited to, marijuana, drugs containing “THC” materials either smoked, ingested or otherwise absorbed into the body.

By signing this document you acknowledge that you have not been convicted of any offence described in CFR 14 Part 91.17, and if at any time after signing below you are convicted of such offence, you will notify the flight school administrator within 10 days of conviction. Additionally, you will notify the flight school administrator of any positive drug or alcohol test administered to you as an employee in a safety sensitive position tested under CFR 14 Part 120.

If an employee (administrator, chief instructor, assistant chief instructor, check airman, or instructor) Five Star Flight has a reasonable basis to believe a student may be under the effects of alcohol or drugs (as described in CFR Part 91.17 below); such employee may request the student be subject to a drug and/or alcohol test as described in FAR 91.17, which result may be shared with the Administrator as described in paragraph CFR 91.17(e).

I, \_\_\_\_\_ certify that I have received training on the areas listed in the Safety Practices and Procedures Manual, that I received a copy of said manual and that I am familiar with its contents.

\_\_\_\_\_ Date \_\_\_\_\_  
(Student Signature)

\_\_\_\_\_ Date \_\_\_\_\_  
(Instructor Signature)

**This page shall be removed from the manual and placed in the students training folder**

# Table of Contents

Section	Title	Page
	Cover Page	
	Table of Contents	i-ii
	List of Effective Revisions	iii
	Revision Control Page	iv
	Telephone Contact List	v
<b>1.0</b>	<b>General rules and procedures</b>	<b>1</b>
<b>2.0</b>	<b>Use of school facilities</b>	<b>1</b>
<b>2.1</b>	<b>Restricted areas</b>	<b>1</b>
<b>2.2</b>	<b>Access to ramp</b>	<b>1</b>
<b>3.0</b>	<b>Weather minimums for flight training</b>	<b>2</b>
<b>3.1</b>	<b>Table of flight operations weather minima</b>	<b>2</b>
<b>3.2</b>	<b>Max wind limitations</b>	<b>2</b>
<b>3.3</b>	<b>Minimum altitude limitations</b>	<b>3</b>
<b>4.0</b>	<b>Dispatch Procedures</b>	<b>4</b>
<b>4.1</b>	<b>Paperless Aircraft Checkout System</b>	<b>4</b>
<b>5.0</b>	<b>Engine starting and taxiing procedures</b>	<b>5</b>
<b>5.1</b>	<b>On the ramp</b>	<b>5</b>
<b>5.2</b>	<b>Starting</b>	<b>5</b>
<b>6.0</b>	<b>Fire Precautions and Procedures</b>	<b>6</b>
<b>6.1</b>	<b>Servicing</b>	<b>6</b>
<b>6.2</b>	<b>During Start</b>	<b>6</b>
<b>6.3</b>	<b>On the Ground</b>	<b>7</b>
<b>6.4</b>	<b>In Flight</b>	<b>7</b>
<b>7.0</b>	<b>Redispatch After Unplanned Landing</b>	<b>8</b>
<b>7.1</b>	<b>Landing at an Airport Not in Logbook Endorsement</b>	<b>8</b>
<b>7.2</b>	<b>Landing off airport</b>	<b>8</b>
<b>8.0</b>	<b>Aircraft Discrepancies</b>	<b>9</b>
<b>9.1</b>	<b>General</b>	<b>9</b>
<b>9.0</b>	<b>Maintenance Procedures</b>	<b>10</b>
<b>9.1</b>	<b>Out of Service</b>	<b>10</b>
<b>9.2</b>	<b>Return to Service</b>	<b>11</b>
<b>9.3</b>	<b>Off Base Airport Maintenance</b>	<b>11</b>
<b>10.0</b>	<b>Securing of aircraft when not in use</b>	<b>12</b>
<b>11.0</b>	<b>Fuel Reserves</b>	<b>12</b>
<b>12.0</b>	<b>Avoidance of Other Aircraft</b>	<b>12</b>
<b>12.1</b>	<b>On the ground</b>	<b>12</b>
<b>12.2</b>	<b>In Flight</b>	<b>12</b>
<b>13.0</b>	<b>Minimum Altitude Limitations and Simulated Emergency Landing Procedures</b>	<b>13</b>
<b>14.0</b>	<b>Use of Practice Area</b>	<b>13</b>
<b>Appendix A</b>	<b>Practice Area Diagram</b>	<b>14</b>

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# Revision Control Page

Revision No.	Revision Date	Effectuated Pages	Changes	Initials
1	01/05/2022	Multiple	Move primary base operations to KSCH from KBAF	smh
2	03/01/2022	Contact List	Phone Number Change for base	smh
3	12/12/2022	Contact List	Change of Chief Instructor, and Asst. Chief Instructor	baj
4	03/17/2025	ALL	Remove dba, include drug/alcohol policy, revise contact list, add agent of service info; change address and phone; aircraft checkout and maintenance procedure	baj

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# LIST OF EFFECTIVE PAGES

Paragraph Reference	Description	Page No	Revision No	Date
	Cover Page		4	03/17/2025
	Training Requirement Form		4	03/17/2025
	Table of Contents	i	4	03/17/2025
	Revision Control Page	ii	4	03/17/2025
	List of Effective Pages	iii	4	03/17/2025
	Telephone Contact List	iv	4	03/17/2025
1.0	General	1	4	03/17/2025
2.0	Use of School Facilities	1	4	03/17/2025
	2.1 Restricted Areas	1	4	03/17/2025
	2.2 Access to Ramp	1	4	03/17/2025
3.0	Weather Minimums for Flight Training	2	4	03/17/2025
	3.1 Table of Flight Ops Weather Minima	2	4	03/17/2025
	3.2 Max Wind Limitations	3	4	03/17/2025
	3.3 Minimum Altitude Limitations	3	4	03/17/2025
4.0	Dispatch Procedures	4	4	03/17/2025
	4.1 Paperless Aircraft Checkout System	4	4	03/17/2025
5.0	Engine Starting and Taxi Procedures	5	4	03/17/2025
	5.1 On the Ramp	5	4	03/17/2025
	5.2 Starting	5	4	03/17/2025
6.0	Fire Precautions	6	4	03/17/2025
	6.1 Servicing	6	4	03/17/2025
	6.2 During Start	6	4	03/17/2025
	6.3 On the Ground	7	4	03/17/2025
	6.4 Inflight	7	4	03/17/2025
7.0	Re-dispatch Procedure After Unplanned Landing	8	4	03/17/2025
	7.1 Landing at an Airport Not Listed in Logbook Endorsement	8	4	03/17/2025
	7.2 Landing Off Airport	8	4	03/17/2025
8.0	Aircraft Discrepancies	9	4	03/17/2025
	8.1 General	9	4	03/17/2025
9.0	Maintenance Procedures	10	4	03/17/2025
	9.1 Out of Service	10	4	03/17/2025
	9.2 Return to Service	11	4	03/17/2025
	9.3 Off Base Airport Maintenance	11	4	03/17/2025
10.0	Securing Aircraft When Not in Use	12	4	03/17/2025
11.0	Fuel Reserves	12	4	03/17/2025
12.0	Avoidance of Other Aircraft	12	4	03/17/2025
	12.1 On the Ground	12	4	03/17/2025
	12.2 In Flight	12	4	03/17/2025
13.0	Minimum Altitude and Simulated Emergency Landing Procedures	13	4	03/17/2025
14.0	Use of Practice Area	13	4	03/17/2025
Appendix A	Practice Area Diagram	14	4	03/17/2025

**Telephone Contact List**

Airport and flight school – Main Base (KSCH)

Dominic Andreoli (Chief Flight Instructor)..... 1-239-641-5427 cell  
John Baldasaro (Asst. Chief Flight Instructor, Maintenance Coordinator).....1-518-373-5974  
cell  
Barbara Jones (Training Admin., Check Instructor, Agent of Service).....1-518-542-9002 cell  
Five Star Flight Office ..... 1-518-631-2272  
KSCH Airport Manager’s Office ..... 1-518-399-0111  
KSCH Tower ..... 1-518-399-0377

Emergency Contact Numbers

Glenville Police Department (Business Office) .....1-518-630-0911  
Thomas Corners Fire Department (Business Office) ..... 1-518-399-5621  
Emergency ..... 911  
FAA Flight Standards District Office (FSDO) .....1-518-785-5660  
NTSB .....1-973-334-6420  
Transportation Security Administration .....1-866-289-9673

## **1.0 General Rules and Procedures**

This manual was developed by Five Star Flight and is designed to meet the requirements of FAR Part 141.93(3)(i) through(x). This manual is to be used as a general policy and procedures manual for the safe operation in and around the Schenectady County Airport and the Five Star Flight (FSF) facility. It is not intended to be a replacement to common sense or any applicable FAA rules and regulations.

- All student pilots must receive approval for solo flights from a qualified instructor who is on the airport. (CFR 14 Part 141.79(b).)
- A preflight inspection must be performed before each flight.
- All frost, snow and ice must be removed from all aircraft surfaces, windows and windshield before flight.
- All flights must be conducted in accordance with all school, local and FAA regulations and procedures.
- Acrobatic maneuvers are prohibited.

## **2.0 Use of the schools facilities**

### **2.1 Restricted Areas**

For safety and insurance purposes, the Schenectady Control Tower is not to be entered at any time, without previous consent of the control tower personnel. These areas are to be entered by authorized personnel only.

### **2.2 Access to the Ramp**

At 8 Tower Road, access the ramp area and/or hangar space is to be gained only by way of the walk through doors on the Tower Road side of the hangar. The most south door is the primary access to the classroom and remaining hangars. At no time should students utilize a drive through gate unless accompanied by a Five Star flight instructor.

**3.0 The Weather Minimums for Flight Training****3.1 Table of Flight Operations Weather Minimum**

Ceiling and visibility

	<b>Traffic Pattern</b>	<b>Local Day</b>	<b>Local Night</b>	<b>X-C Day</b>	<b>X-C Night</b>
<b>Dual VFR</b>	1500 Ft  3 miles vis	The required visibility and cloud clearance required by the airspace in which the flight is to take place as per CFR 14 91	The required visibility and cloud clearance required by the airspace in which the flight is to take place as per CFR 14 91	The required visibility and cloud clearance required by the airspace in which the flight is to take place as per CFR 14 91	The required visibility and cloud clearance required by the airspace in which the flight is to take place as per CFR 14 91
<b>Student Solo</b>	1500 Ft  3 miles vis	3000 Ft  5 miles vis	N/A	5000 Ft  5 miles vis	N/A
<b>Dual IFR</b>	N/A	Lowest applicable Cat I minimums for the appropriate Instrument approach procedure to be used.	Lowest applicable Cat I minimums for the appropriate Instrument approach procedure to be used.	Lowest applicable Cat I minimums for the appropriate Instrument approach procedure to be used.	Lowest applicable Cat I minimums for the appropriate Instrument approach procedure to be used.

Instructors may, at their discretion, file and fly under an IFR flight plan to another approved airport for the purpose of avoiding a local weather phenomenon and reaching the required VFR weather minimums to conduct a VFR lesson. For IFR training in actual conditions, see applicable FAR part 91 weather minimums for IFR flight.



**3.2 Maximum Wind Limitations**

Dual- Not to exceed the applicable aircraft operating limitations.

Solo- Not to exceed 20 knots total head wind and/or 10 knots cross wind component. This limitation includes the gust. Individual instructors may impose more restrictive limitations on individual students, considering safety of flight and abilities of students.

**3.3 Minimum Altitude Limitations**

The Minimum altitude for local training is 2000' AGL for all maneuvers except ground reference maneuvers which should be performed between 600' AGL and 1000' AGL. Simulated engine failures may, under the discretion of the flight instructor, be performed down to 500' AGL over sparsely populated areas. Care must be used when performing simulated engine failures to occasionally "clear" the engine with the throttle to make sure the engine is still running properly and shock cooling does not occur. Care should also be taken to avoid rapid throttle movements.

A gradual reduction of power should be used when decreasing airspeed or beginning a descent. Decreasing power in increments of 100 rpms (or one inch in a complex aircraft) every 7-10 seconds will help to avoid shock cooling the engine. This is particularly important during the cold winter months.

Simulated engine failures at night are allowed in the traffic pattern only. Student pilots must insure that all necessary lights, more specifically, navigation lights and landing lights, are utilized for night operations and night landings.



## 4.0 Aircraft Checkout Procedures

### 4.1 Paperless Aircraft Checkout System

The aircraft will be checked out in the paperless system. The student and flight instructor should ensure that inspections have not lapsed, review any outstanding squawks by selecting the “Aircraft Squawks” tab, and **insure there are no grounding squawks**.

Paperless141 © PILOT (226825-21)

Pilot Data (PPL)

Home / Pilot Data

Aircraft N-Number: 3024C

Aircraft Data:

Manufacturer Name: PIPER

Engine Manufacturer: LYCOMING Engine Model: O&V-D-360 SER

Propeller: Propeller Model: TSMOH-396.3

Maintenance records kept at: KSCH

Location: KSCH

Hourly Cost: 175 est. Gph: 10

**AIRFRAME CHECKOUT**

Step 1: Checking your Aircraft reservation(s)

Reservations found:

**Your Aircraft reservations for 3024C**

Start Date Time	End Date Time	Duration
3/3/2024 10:00	3/3/2024 12:00	2

Buttons: CONTINUE, Exit I do not want to fly, Change Reservations

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Pilot Data (PPL)

Home / Pilot Data | **Aircraft Data / Checkout** | Aircraft Squawks | Aircraft Checkin

Aircraft N-Number: 3024C

Navigation: Select Aircraft here | **Checkout (Fly) this Aircraft** | View Aircraft | View Cockpit

Aircraft Data:

Manufacturer Name: PIPER Model: PA-28-181 Serial Number: 28-7990149 Mfr Year: 1978 Type of Aircraft: Fixed Wing Single-Engine Mode S Code: 50624647

Engine Manufacturer: LYCOMING Engine Model: O&V-D-360 SER Engine SN: L-19390-36AC

Service Data:

Current Hobbs: 5364.1	Current Tach: 692.1
Annual Due Date: 03/2025	Last Annual Tach: 656.2
Last 100hr Insp: 656.2	Last 50hr Date: 12/27/2023
Time to next 100hr: 64.1	Time to next 50hr: 14.1

Propeller: Propeller Model: TSMOH-396.3

Maintenance records kept at: KSCH

Location: KSCH

Hourly Cost: 175 est. Gph: 10

**Squawk Check: This Aircraft has NO OPEN Squawks**

Aircraft Registration expires: 3/31/2028

Weight and Balance Calculator

## **5.0 Engine Starting and Taxiing Procedures**

### **5.2 Aircraft Pre-Heater**

Only instructors and/or line personnel should utilize the propane pre-heater. Follow pre-heat instructions carefully and NEVER pre-heat an aircraft inside the hangar! Personnel must remain within 20 feet while the pre-heater is running. NEVER leave the pre-heater unattended while in operation. Do NOT use propane powered heater to heat the cabin or cabin electronics. The propane regulator should be at 25psi and a maximum 30psi. (higher psi will cause a fire) In the event of overheating or fire, shut-off the propane tank first.

### **5.3 On the ramp**

The ramp is a potentially hazardous area and safety must be exercised when conducting activities in this area. Aircraft taxiing, maintenance and fueling, truck operation and pilot movement may make the ramp extremely busy at any given time. Only authorized personnel, customers and their passengers are allowed on the ramp. Due to the fact that airport ramps are noisy and a spinning propeller is difficult to see, the aircraft's beacon shall be on anytime the engine is running. Permission to taxi must be obtained from the tower prior to exiting the ramp. Taxi speeds shall be that of a fast walk.

Extra care shall be taken when exiting the hangar ramp and taxiing through the "pass through" between the 2 hangars to the main ramp. All pilots should announce taxiing through this area on 123.45 and exercise extreme caution when entering or exiting through this "pass through" area.

### **5.4 Starting**

Check lists shall be used for all preflight and engine start procedures. Care should be taken before engaging the starter to be sure there are no persons near the aircraft. A verbal yell out the window such as "clear" shall be used before engaging the starter. The pilots and/or passengers are not allowed to board or deplane while an engine is running. A qualified pilot shall be at the aircraft controls at all times the engines are running.

## **6.0 Fire precautions and procedures**

### **6.1 Servicing**

To help prevent the risk of fire during aircraft servicing, the aircraft engine must be shut down with the magnetos and master switches off. The aircraft must be chocked prior to servicing. When available, aircraft should be serviced by an authorized aircraft servicing technician.

When servicing from a self serve fueling station the following steps should be used:

- Determine what fuel grade is required for your aircraft
- Determine how much fuel is required
- Connect the ground wire to the aircraft; usually on the exhaust pipe
- If needed, put ladder in front of fuel cap on the furthest fuel tank
- Drag out fuel hose for as far as you need it
- Remove fuel cap
- After fueling reinstall fuel cap
- Wind up fuel hose
- Disconnect and wind up ground wire
- Double check the fuel caps are secure

### **6.2 During Start**

To help avoid engine fires during start, **do not prime a hot engine.**

Should an engine fire occur on the ground during start:

1. Continue to crank the engine
2. Immediately retard the throttle to idle
3. Pull the mixture control to idle cut off (full lean)
4. Move the fuel selector to the “off” position
5. Crank the engine until fire is no longer indicated or the starter fails.
6. Turn the master switch to the “off” position
7. Exit the aircraft and move to a safe distance

### **6.3 On the Ground**

Should an engine or aircraft fire occur on the ground but not during start:

1. Immediately retard the throttle to idle
2. Pull the mixture control to idle cut off (full lean)
3. Move the fuel selector to the “off” position
4. Place the master switch in the “off” position
5. Exit the aircraft and move to a safe distance

*Note:* If fire occurred on an active ramp, taxiway or runway be vigilant of other aircraft while walking to a safe distance. Also, if at a tower controlled airport, do not attempt to walk back to terminal. Wait for airport personnel to assist.

### **6.4 In Flight**

Fires in flight are rare. However, should this occur, it is important to quickly assess your situation with respect to getting the aircraft on the ground as soon as feasible.

- Immediately pick a place to land.
- Retard the throttle to idle and establish best glide airspeed.

*Note:* If altitude permits and the fire is outside the cockpit, higher than best glide airspeed can be used to help put out the fire.

- If time permits, make a mayday call
- Turn the master switch OFF
- If smoke is in the cockpit, open a window and all fresh air vents. This will help evacuate the smoke for improved visibility and to rid the cockpit of any toxic fumes.

After the landing is assured:

1. Pull the mixture control to idle cut off (full lean)
2. Move the fuel selector to “off”
3. Use emergency landing technique as out lined in the aircrafts AOM

*Note:* The safety of people supersedes any thought of preserving the aircraft

## **7.0 Re-dispatch procedures after unplanned landings**

The following steps need to be followed if you land at airports or locations other than listed on your logbook endorsement:

### **7.1 Landing at an airport that is not listed on the logbook endorsement:**

- Contact the school and inform us of the reason for the unplanned landing.
- A flight instructor will need to issue re-dispatch instructions and send via fax a new endorsement before resuming flight for all student pilots.
- If you hold at least a private pilot certificate, you can resume flight after notifying the school of the unplanned landing, assuming there was no emergency that necessitated the unplanned landing.

### **7.2 Landing off airport:**

- The flight shall be terminated; do not make an attempt to takeoff from an unimproved location.
- Secure the aircraft as best as the situation allows and contact the school for further instructions.

In cases of mechanical or medical emergencies:

- Once your safety and the safety of your passengers is ensured, secure the aircraft as best as the situation allows and contact the school for further instructions.
- Terminate the flight and do not attempt further flight.

## **8.0 Aircraft discrepancies and approval for return-to-service determinations**

### **8.1 General**

- Aircraft discrepancies must be verbally reported to the maintenance coordinator as soon as possible. If the maintenance coordinator is not available, contact the agent of service
- Discrepancies observed during preflight should be reported before leaving the ramp.
- Discrepancies during flight should be reported at the termination of the flight.
- If a serious discrepancy develops during a local flight, return to the base airport immediately and report to maintenance coordinator.
- If a serious discrepancy develops during a cross-country flight, immediately land at the nearest airport you can safely navigate to and call the maintenance coordinator.



## 9.0 Maintenance Procedures

Five Star Flight maintains its aircraft to a very high standard of safety. All aircraft logbooks are located in the office of Five Star Flight's maintenance contractor (Richmor Aviation, Inc.- North). Instructors/Students have access logbooks during normal business hours utilizing a check-in/check-out procedure at the maintenance facility. In the event logbooks are needed outside normal business hours, contact the maintenance coordinator or the agent of service to gain access to the facility and retrieve the logbooks.

### 9.1 Out of Service

Aircraft will be placed "out of service" for two (2) situations, and will proceed with the following process:

#### 9.1.1 Required Inspections (ie: an annual or 100 hour inspection)

- At the time of checkout (dispatch), the paperless system will show the status of any required inspections. If an inspection time is due, paperless will not allow the aircraft to be checked out.
- On the paperless maintenance dashboard, as the time required inspections approaches, the inspection will be highlighted with an **orange box**. When the inspection is past due, it will be highlighted **red**. Inspections will be coordinated prior to the due date of the inspection.
- When the aircraft is placed into maintenance, a grounding squawk will be issued. This will alert any schedule flights of the aircraft's status.

#### 9.1.2 Grounding Squawks

- When an aircraft has a maintenance issue which results in an unsafe condition, a grounding squawk will be entered into the paperless system. This will not allow the aircraft to be checked out (dispatched) and will alert any scheduled flights of the aircraft status.
- A verbal report must be made to the maintenance coordinator by calling 518-373-5974. In the event the maintenance coordinator is not available, contact the agent of service at 518-542-9002.
- The aircraft will be placed into maintenance to resolve the grounding squawk.

## **9.2 Return to Service**

- When maintenance is complete, the maintenance coordinator will determine:
  - that the maintenance or inspection has been completed;
  - will insure that maintenance has made the appropriate log entries in the aircraft logbook;
  - will remove the grounding squawk;
  - record the maintenance in the paperless system. (Required inspections will be updated with future expiration times.)

## **9.3 Off Base Airport Maintenance**

If a maintenance issue occurs at a location other than Schenectady Airport, the PIC will contact the maintenance coordinator and report the maintenance issue.

The maintenance coordinator shall be responsible for procuring authorized maintenance on the aircraft. The aircraft shall be considered grounded until the necessary maintenance has been completed and it is determined by an authorized mechanic (A&P) to be airworthy.

No pilot will attempt to fly an airplane with a maintenance discrepancy unless it is repaired and returned to service by an authorized A&P mechanic or it is established to be non essential and placarded and rendered inoperable under the approval of said A&P mechanic and FSF management.

## **10.0 Securing of aircraft when not in use**

At the termination of a flight, always secure the aircraft in accordance with the aircrafts checklist. After each flight the aircraft should be properly chocked and tied down in one of the designated tie down spots for Five Star Flight or in Five Star's hangar space at the KSCH airport. Also after each flight, the control lock must be installed and the doors must be locked. Care should be taken to ensure the seatbelts are inside the aircraft before the doors are closed. As a courtesy to the next pilot, please clean out any personal items you may have brought with you on the flight. If the aircraft is to be left unattended at an airport other than KSCH, the aircraft should be properly chocked and tied down (if available), the control lock must be installed and the doors must be locked.

## **11.0 Fuel Reserves**

All local and x-country flights must be planned as to be able to complete the flight with one hour of fuel reserve remaining.

## **12.0 Avoidance of other aircraft**

Pilots must maintain continuous traffic surveillance both in flight and on the ground. A "see and avoid" technique shall be practiced both in flight and on the ground.

### **12.1 On the Ground**

The ramp at the base of the KSCH Control Tower and the ramp at the NorthEnd hangar are considered non movement areas so the KSCH control tower does not control this area. In an effort to avoid a conflict with aircraft taxiing inbound to the ramp, always monitor ground control and make a visual check before taxiing away from the tie down. Whenever the tower is in operation, obtain taxi clearance before attempting to leave the ramp.

### **12.2 In Flight**

In flight, comply with FAA established right of way rules and always monitor the tower frequency when in and around the practice area. Clearing turns should be performed before initiating flight maneuvers to ensure the area is free of conflicting traffic. Utilize 122.75 in the Schenectady Northwest practice area for air to air communications. Albany Approach/Departure (132.82) may be contacted for additional separation assistance, as needed.

Pilots are encouraged to monitor the appropriate communication frequencies for traffic activity at non-towered airports

### **13.0 Minimum altitude limitations and simulated emergency landing instructions**

Simulated engine failures may, under the discretion of the flight instructor, be performed down to 500' AGL over sparsely populated areas. Care must be used when performing simulated engine failures to occasionally "clear" the engine with the throttle to make sure the engine is still running properly and shock cooling does not occur. Care should also be taken to avoid rapid throttle movements. A gradual reduction of power should be used when decreasing airspeed or beginning a descent. Decreasing power in increments of 100 rpms (or one inch in a complex aircraft) every 7-10 seconds will help to avoid shock cooling the engine. This is particularly important during the cold winter months.

Student pilots will not attempt simulated forced landings on solo flights. Flight below 500 feet AGL is not permitted except for takeoff and landing.

Simulated engine failures at night are allowed on dual flights in the traffic pattern only. Student pilots must insure that all necessary lights, more specifically, navigation lights and landing lights, are utilized for night operations and night landings.

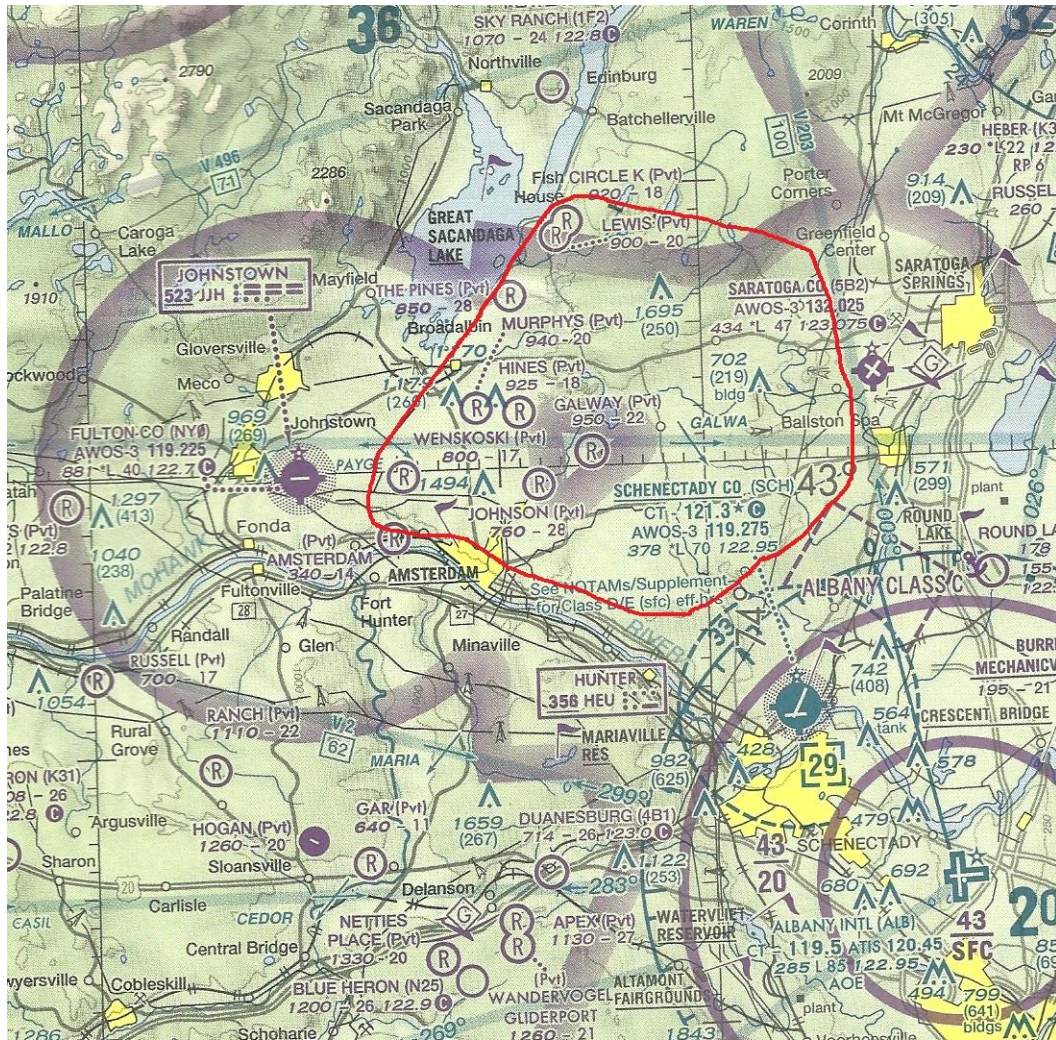
### **14.0 Use of assigned area**

The practice area is located approximately 8 NM northwest of KSCH. This area has the following approximate boundaries: SW to NE powerlines which indicate lateral clearance of Albany Class C airspace, at and below 2000 feet MSL, the Mohawk River to the WNW, the Sacandaga Reservoir to the North, Saratoga Airport (5B2) and Ballston Lake to the East and South. **Care and vigilance must be used when entering, exiting or when using the practice area as it is shared by other training centers.** The area over Saratoga Airport is to be avoided as it is known to be busy with general aviation jet traffic in the summer months, and glider operations. This is especially true on the weekends. The minimum en route altitude to and from the practice area is 2000 feet MSL.

See diagram Appendix A.

# Appendix A

## Practice Area



KSCH – Schenectady County Airport