

Nice Air
Safety Procedures

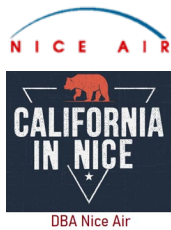
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SAFETY PROCEDURES

Throughout this document reference is made to students and pilots. When the word STUDENT(S) is used it means a person who has enrolled the training course and is undergoing training for any pilot certificate, rating or time-building. When the word PILOT(s) is used it means a person who holds a valid Pilot Certificate and can operate as Pilot in Command and is authorized to rent aircraft at Nice Air.

PRE-FLIGHT

1. Per FAR 141.93(a)(3)(ii). Preflight and starting procedures will be carried out in accordance to the Nice Air checklist provided with the aircraft. While taxiing the aircraft near other aircraft, a speed equal to a slow walk will be maintained. A moderate walking speed will be used for taxiing outside other aircraft on the ramp.
2. Per FAR 141.93(a)(3)(ii). Aircraft are to be pulled out of the tie-downs using a tow bar before starting the engine, and pushed back into the tie-down using a tow bar with the propeller placed in a horizontal position after the aircraft is secured.
3. Per FAR 141.93(a)(3)(iii). A fire extinguisher is located along hallway in front of the bathroom, top of the stairway, at the bottom of the light pole along the taxiway Z and each hanger row. This is for the use of all students or flight instructors in the case of a fire. Flight instructors will ensure all students know the location.
4. A thorough preflight inspection and ground check of the aircraft, its components and accessories will be made before departure. No student or pilot will accept an aircraft until satisfied as to its airworthiness.
5. Per FAR 141.93(a)(3)(vii). All flights must comply with the fuel requirement in accordance with FAR 91.151(VFR) or 91.167(IFR) as appropriate. No cross-country flights will be made over 3 hours without a refueling stop. Local flights will not be made without at least 2.5 hours of fuel in the aircraft.
6. Touching of propellers is limited to preflight inspection and straightening props to horizontal when aircraft are parked after flight, with the magnetos off and keys in sight.



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MAINTENANCE

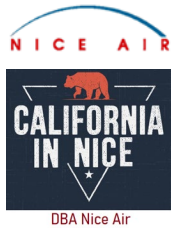
7. Per FAR 141.93(a)(3)(v). Whenever a discrepancy is found on Nice Air Aircraft, that discrepancy must be enter into FCMS and the aircraft mark grounded. Airplanes are automatically grounded with any open discrepancies (squawks) until the discrepancy is signed off and return to service by maintenance personnel. After grounding the aircraft, the pilot must take the flight bag to the maintenance department and if possible, give a detail verbal description of the discrepancy to maintenance personnel.
8. Aircraft with discrepancies are considered being grounded for maintenance. The aircraft flight bag is to be removed from the flight bag shelf of the front desk and placed in the maintenance office's flight bag shelf. A "maintenance tag" must be placed in the flight bag shelf of the front desk. The flight bag is not to be returned to the front desk, and the aircraft may not be returned to service unless authorized by the Nice Air maintenance staff.
9. Students agree not to tamper with, attempt to repair or authorize any repair of any aircraft or its accessories without the specific approval of Nice Air.

TAKEOFF MINIMUMS

10. Per FAR 141.93(a)(3)(i). None departure is allowed with any of Nice Air's aircraft unless weather minimums are at least:
 - a. student solo at KRHV: Ceiling 3,000 feet and visibility 5 statute miles
 - b. student solo other than KRHV: Ceiling 5,000 feet and visibility 8 statute miles
 - c. dual VFR instruction or Pilot renters: Ceiling 1,500 feet and visibility 3 statute miles
 - d. dual IFR instruction: Ceiling 800 feet and visibility 1 statute miles
11. No instrument departures with a ceiling below 800 feet AGL and less than 1 statute mile visibility are permitted.

ALL FLIGHTS

12. State the destinations for each flight through the computer check-out system when checking out the aircraft in the "planned destination / route" box.
13. Per FAR 141.93(a)(3)(viii). All flights will avoid other aircraft by using the right-of-way rules under FAR 91.67. All students will review this regulation. Always assume the other aircraft does not see you. Perform clearing turns before maneuvers, shallow S-turns during climb and descent or combination of them to see and avoid other traffics.



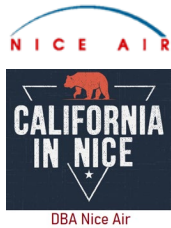
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14. Per FAR 141.93(a)(3)(ix). Except for takeoff and landings, all students will practice all air work above 3,000 feet AGL. Ground reference maneuvers will be done at a minimum altitude of 800 feet AGL. No solo emergency practice or simulations.
15. Per FAR 141.93(a)(3)(ix). Only instructors may conduct emergency procedure practice. In multi-engine aircraft only multi-engine instructors may conduct single engine practice.
16. The student will use Reid-Hillview Airport's ATIS (125.20) for the most current wind and weather information along with the Reid-Hillview Tower (119.80). These will give the pilots current wind, traffic and weather information. There is one wind sock at the airport. It is in sight at the ground level at all runways.
17. Unless authorized by Nice Air management, only landings at public use airports with hard surfaced runways of 2500 feet or longer are permitted.
18. Touch-and-go on runway less than 5000 feet is prohibited.
19. All flight times must be logged in the aircraft time sheets.
20. International flights are prohibited without the written permission from Nice Air.
21. A minimum of three (3) takeoffs and landings every 30 days (or instructor endorsement) is required to maintain currency in any Nice Air aircraft.
22. 100 feet of additional altitude must be added to published minimums until pilots have accumulated 100 hours of instrument time and have had an instrument proficiency check by a Nice Air instructor.

SOLO FLIGHTS

23. No student shall depart Nice Air solo before checking with a Nice Air instructor, giving all details of his solo flight to include departure time, return time, destination, expected times enroute, current weather, runway lengths and the name of the instructor who endorsed his logbook for solo.
24. Student solo flights to/from airports with runway width of less than 75 feet is prohibited.
25. For all student solo flights, all landings must be full-stop, taxi-back for takeoffs.



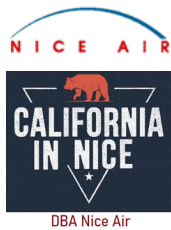
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26. No student solo flights are allowed between 30 minutes before sunset and 30 minutes after sunrise, except when specified by the syllabus for Part 141 students.

ALL CROSS-COUNTRY FLIGHTS

27. Per FAR 141.93(a)(3)(x). Unless on a cross-country or authorized solo flight to E16, WVI or LVK, all students will stay within the designated practice areas (N-1, S-1 and S-2 as charted behind the briefing table at 1F). All flight instructors will ensure that each student knows the practice areas both on the map and has flown the areas depicted.
28. All cross-country flight plans will be filed and activated with the local Flight Service Station. Reid-Hillview Airport is the airport base and (408) 729-3383 is the listed phone number on the flight plan.
29. For students without an FAA private pilot certificate, departing for solo cross-country flights within five hours before sunset is prohibited.
30. Students must have a copy of the flight plan and navigation log for all the cross-country flights, in the flight-bag slot, before departure.
31. Cross-country flight should be cancelled, well in advance. Last minute adverse weather may cause this to be difficult. However, the aircraft should be cancelled immediately when any scheduled flight cannot be made.
32. For student overnight cross-country:
- Consult with Chief Instructor or Assistant Chief Instructor for planning
 - File an Overnight Cross-Country application to Chief Instructor or Assistant Chief Instructor
 - Minimum charge of 8 hours/day per instructor
 - Minimum charge of one hotel room/night per instructor
 - Limited 1 student and 1 instructor onboard (except entire route is within central valley)
 - Instructor s can only go if not delaying other students' training schedule
 - Only take the airplane if not used by other students
 - Violations will result no more over-night cross-country for the student and the instructor



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AIRCRAFT CHECKOUTS

33. No pilot may take any Nice Air aircraft unless they have received a checkout specific to that aircraft from a Nice Air instructor. In addition, the aircraft checkout form must be signed by a Nice Air instructor for each particular aircraft.

HIGH-ALTITUDE FLIGHTS

34. High-altitude training is required for takeoffs or landings at an airport with a field elevation of more than 2,000 feet MSL. Hypoxia awareness training and high-altitude flying training are available through FAA WINGS program, certificates of completion are required by Nice Air.

35. Takeoffs or landings at an airport with a field elevation of more than 3,000 feet MSL is prohibited for student solo flights; takeoffs or landings at an airport with a field elevation of more than 4,000 feet MSL is prohibited for dual training flights.

36. Flights over mountainous areas (excluding Diablo Mountain Range) are not recommended after sunset and before sunrise.

37. Flights over mountainous areas (excluding Diablo Mountain Range) are prohibited unless the pilot has 300 hours Pilot-in-Command time and attended mountain-flying training course.

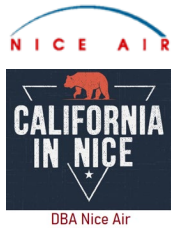
POST-FLIGHT

38. Per FAR 141.93(a)(3)(vi). After all flights, the student / pilot will ensure the security of the aircraft by the use of pitot-tube cover, control gust-lock, and tie-down ropes, or chains provided at the tie-down area.

UNSUSAL CONDITIONS

39. Per FAR 141.93 (a)(3)(iv) In the event that an unprogrammed landing is made by a student at an airports or off airport location that student will immediately notify Nice Air before attempting flight. The student must receive authorization from his/her instructor and the Chief Instructor or Assistant Chief Instructor before the student may resume flight or return to Nice Air in that aircraft.

40. Flights over open-water areas is prohibited unless flying at an altitude where a safe landing can be made if experiencing engine failure at the mid-point of the area.



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41. Aircraft must be returned to Nice Air unless prior approval from Management is obtained to abandon the aircraft. A recovery fee may be assessed for return of the aircraft.
42. Pilots agree to report all accidents, major or minor, to the management of Nice Air with the names and addresses of all witnesses and involved parties. In the event of an accident, the aircraft may not be moved unless authorized by FAA or NTSB.
43. Pilots may be dismissed for reasonable causes by the Director at any time and may be removed from Nice Air premises for the following reasons:
 - a. Violation of Nice Air rules and regulations
 - b. Refusal to comply with FAA rules and regulations or any Federal, State or local laws.
44. In the case of conflicts in aircraft-scheduling, consult the following priority:
 - a. checkride / checkride prep (one week prior to the checkride date)
 - b. dual > solo
 - c. ratings > time-building
 - d. local > over-night

CONTACTS

Nice Air		(408)729-3383
Director	Hiro Takai	(408)799-5791
Management	Greg Spades	(408) 826-5746
Chief Instructor	Bryan Ashley	(510) 579-8244
Assistant Chief Instructor	Mimi Ma	(408) 569-4052