

LE Aviation, Inc.
d.b.a. Leading Edge Aviation

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PURPOSE

The flight training regulations and procedures under which LE Aviation, Inc. d.b.a. Leading Edge Aviation (LEA) will be conducted are directive in nature, and are designed to insure a safe, orderly, and efficient operation. They are also required by FAA regulations. Each person connected with this operation is expected to comply with both the spirit and letter of intent of these directions.

It is recognized that not all possible situations can be foreseen; therefore, unusual situations will be evaluated by the Pilot-In-Command (or solo student pilot) and in light of the circumstances at the time the pilot will exercise his/her best judgment.

GENERAL

- A. The responsibility for the aircraft and equipment rests with the Pilot-In-Command. On instructional flights, the instructor is considered as the Pilot-In-Command. On solo flights the student pilot is considered Pilot-In-Command.
- B. All pilots shall have in their possession a pilot certificate with appropriate ratings, appropriate logbook endorsements, a valid medical certificate and U.S. government issued picture identification.
- C. Prior to solo, a student pilot must have his/her student pilot certificate endorsed by a flight instructor and his/her logbook endorsed by an instructor employed by Leading Edge Aviation.
- D. All pilots that have not previously flown with Leading Edge Aviation will be given a flight check by the Chief Flight Instructor or his/her designated representative.
- E. The following pilots may fly Leading Edge Aviation aircraft:
 - 1. Leading Edge Aviation instructors.
 - 2. Enrolled students under instructor supervision.
 - 3. Pilots employed by Leading Edge Aviation for specific tasks.
 - 4. Mechanics employed by Leading Edge Aviation with appropriate ratings that have been authorized by the chief flight instructor
 - 5. Customers who have the aircraft rented and have a properly executed rental agreement provided the pilot has at least a private pilot certificate, appropriate ratings, and an aircraft checkout.

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F. The following passengers may be carried in Leading Edge Aviation aircraft:

1. Any flight student or mechanic when a flight instructor is on board.
2. Anyone authorized by the chief flight instructor if an instructor is on board.
3. FAA inspectors or examiners.
4. A person who has aircraft rented may carry passengers, provided the operation is not contrary to Federal Aviation Regulations.

G. Students shall arrive at least 15 minutes before the beginning of their scheduled flights.

H. Regardless of take-off time, students shall have the aircraft back at the end of their scheduled period.

I. Pilots will conduct all flight in strict accordance with Federal Aviation Regulations.

J. All seat belts will be securely fastened prior to starting the engine and remain fastened until the flight is complete and the engine is shut down.

K. Flight plans: All flights over 50 nautical miles will be conducted under a flight plan filed with the appropriate Flight Service Station. One copy of the flight plan will be left with Leading Edge Aviation for flights leaving from Logan, or South Valley Regional.

L. Pilot currency: Student pilots must have a dual checkout if they have not flown in the past **15 days**. Licensed pilots must have three take-offs and landings within the past 60 days to maintain proficiency in Leading Edge Aviation aircraft. If night flying is to be conducted, three take-offs and landings to a full stop must have been made in the past 60 days at night.

M. All solo student cross-country flights must be approved and the student's logbook signed by an authorized instructor. Cross-country flights shall be coordinated with the primary instructor prior to being scheduled on the aircraft schedule.

N. Each training flight shall include a pre-flight briefing and a post-flight critique of the student by the instructor assigned to the flight.

O. The carriage of narcotic drugs, marijuana, depressant or stimulant drugs or substances on Leading Edge Aviation aircraft is prohibited by law.

P. All student pilots must fill out the appropriate weight and balance form (page 18) prior to any flight and receive their instructor's signature before the flight will commence.

Operating / Safety Procedures

LEADING EDGE AVIATION POLICY FOR STUDENT PILOTS

(Those persons with student pilot certificates)

- A. Student pilots will not carry passengers under any circumstances.
- B. Solo students will not practice emergency or forced landings.
- C. Solo students will not practice aerobatic maneuvers.
- D. Solo student pilots will not be allowed to fly solo when the surface winds exceed 20 knots, including the gust factor, or if the crosswind component exceeds one-half of the manufacturer's demonstrated crosswind component. Take-offs and landings in the traffic pattern will be restricted to appropriate runways when the wind exceeds the crosswind component as determined in the crosswind component table reference.
- E. South Valley Regional student pilots will not land at any airport other than South Valley Regional, except on an authorized cross-country flight, in-flight emergency, during adverse weather conditions, or under the supervision of the student's instructor. South Valley students can routinely be endorsed to land at Tooele Valley-Bolinder Field and South Valley Regional Airport.
- F. Student pilots will not fly outside of the local practice area, except when authorized by an instructor.
- G. Student pilots will not start a solo practice flight without authorization from an instructor present at the airport.
- H. Student pilots will not fly solo above broken clouds, fog, or overcast layer and must maintain visual reference to the ground.
- I. Off-airport, forced, or emergency landings may be practiced only when a flight instructor is aboard the aircraft, but descent will not be lower than 500 feet AGL unless written approval has been granted from the Chief Flight Instructor.
- J. Student pilots will not conduct touch and go maneuvers without an instructor on board the aircraft. Student pilots who have completed their second supervised solo may conduct stop and go maneuvers without an instructor on board provided they have adequate runway distance remaining to safely take off as per the aircraft performance section of the POH. Student pilots will not conduct any take-offs or landings on runways that are icy or are snow packed.

CAUTION

Carburetor heat should be used during prolonged glides with the throttle closed because of rapid engine cooling. The aircraft engine may not respond with rapid throttle application; therefore, the throttle should be fully opened every thirty seconds to clear the engine.

AIRCRAFT TAXIING AND STARTING

- A. Aircraft must be given a thorough pre-flight inspection by the pilot-in-command or student pilot prior to each flight.
- B. Airplanes will be started or allowed to run only by Leading Edge Aviation authorized flight instructors, pilots, students, or mechanics.
- C. No student pilot, renter pilot or instructor will hand prop an aircraft at any time.
- D. Airplanes will only be taxied by Leading Edge Aviation flight instructors, pilots, authorized students, or authorized mechanics.
- E. No aircraft shall be taxied closer than ten feet to any building or other stationary object unless following a marked taxi route, or when directed by a person on the ground using hand signals.
- F. Aircraft will be taxied very slowly in congested areas and at a speed equivalent to a "brisk walk" on taxi routes.
- G. Low power settings must be used when taxiing out of the tie-down areas.
- H. Aircraft will not be taxied into the hangar.
- I. Engine run-up shall be made in designated run-up areas, clear of the runway, and headed as nearly as possible into the wind. After receiving take-off clearance, all pilots will visually clear the approach path and then take off. This rule is applicable at all airports, towered and non-towered.
- J. In the unusual circumstance that surface winds reach 40 knots or higher after landing or during taxi, wing walkers will be used to assist the pilot and aircraft to the tie down area.
- K. Solo students will not taxi their aircraft unassisted to the parking area after landing when wind has reached 30 knots, but will clear the active runway and stop the aircraft with the nose pointed directly into the wind. They will keep the engine running at 1,000 RPM and hold their wings level with ailerons until wing walkers arrive to assist in taxiing to the parking area.
- L. **No aircraft** will be taxied from its tie down position for any reason when the wind exceeds 30 knots including the gust factor.
- M. In case of aircraft approaching head on, each aircraft shall alter to the right and/or follow instructions by Ground Control.

LAND AND HOLD SHORT OPERATIONS

- A. Land and Hold Short operations are prohibited for all solo students.
- B. Leading Edge Aviation Instructors may accept a Land and Hold Short operation, provided performance has been verified and adequate landing distance is available and the flight instructor is proficient in Land and Hold Short operations.

WEATHER

SOLO DAY and NIGHT OPERATIONS

VFR: Student solo flight at the airport shall be discontinued if the visibility is less than five (5) miles and/or the ceiling is less than 3,000 feet AGL. Solo students who have not yet completed dual cross-country training may not leave the local Traffic Pattern or operate in, to, or from the practice area unless the visibility is five (5) miles or greater and the ceiling is 3,000 feet or greater and predicted to be so for the duration of the flight until two hours beyond the return time. For cross-country flights, see below.

Primary student pilots will not be allowed to fly solo when the surface winds exceed 20 knots or the wind exceeds the recommending instructors limitations, whichever is lower, including the gust factor, or if the crosswind component exceeds one-half of the manufacturer's demonstrated crosswind component. Take-offs and landings in the traffic pattern will be restricted to appropriate runways when the wind exceeds the crosswind component in the crosswind component table reference.

Student solo flight at night is prohibited.

DUAL DAY and NIGHT OPERATIONS

VFR/IFR Flight instruction shall be discontinued if the visibility is less than three (3) miles during the day, five (5) miles during the night and/or the ceiling is less than 1,500 feet, unless the instructor holds an instrument rating, is legal and current to fly instruments, has the current, appropriate plates and charts, and the aircraft is equipped for IFR flight.

Take-off is prohibited if landing minimums do not prevail. Any flight into known icing conditions will be restricted to aircraft with anti- or de-icing equipment and capability.

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IFR: VFR on top is prohibited unless the pilot holds a current instrument rating. IFR Flight will not be approved unless the pilot is qualified and current for IFR operations in accordance with the FAR's. Aircraft must comply with FAR 91.205, 91.411.

WINDS: Licensed Private or Commercial student pilots will be restricted from flight training when surface winds exceed the manufacturer's demonstrated crosswind component of the aircraft, including the gust factor. Primary student pilots will not be allowed to fly solo when the surface winds exceed 20 knots, including the gust factor, or if the crosswind component exceeds one-half of the manufacturer's demonstrated crosswind component. Take-offs and landings in the traffic pattern will be restricted to appropriate runways when the wind exceeds the crosswind component as determined in the crosswind component table reference.

VFR MINIMUM
CROSS-COUNTRY:

No student may operate an aircraft under VFR conditions if the flight visibility is less than five (5) miles, or if the ceiling is less than 3,000 feet at the departure airport, destination airport, or enroute along the entire flight planned route. Students will maintain a minimum distance of 1000 feet below clouds at all times while maintaining a safe altitude in accordance with CFR 91.119. This pertains to controlled and uncontrolled airspace. For any descent below 500ft AGL other than for the purpose of landing refer to page 4 paragraph I.

CAUTION

Carburetor heat should be used during prolonged glides with the throttle closed because of rapid engine cooling. The aircraft engine may not respond with rapid throttle application; therefore, the throttle should be fully opened every thirty seconds to clear the engine.

FIRE PRECAUTIONS AND PROCEDURES

When the temperature drops below 20 degrees Fahrenheit, the aircraft engine will be preheated before a start is attempted, if at all possible.

Improper starting procedures during a difficult cold weather start can cause a backfire, which could ignite fuel that has accumulated in the intake duct. In this event, unless otherwise specified in the aircraft POH, proceed as follows:

ENGINE FIRE DURING START:

- A. Continue cranking in an attempt to get a start, which would suck the flames and accumulated fuel through the carburetor and into the engine.
- B. If a start is successful, run the engine at 1700 RPM for two minutes before shutting it down.
- C. Report to Leading Edge Aviation office.
- D. In case fire is not extinguished, turn off all switches, exit the aircraft and use fire extinguisher.

ENGINE FIRE IN FLIGHT*:

- A. Mixture - Idle cut OFF.
- B. Fuel shut-off valve OFF.
- C. Master switch OFF.
- D. Cabin heat and air OFF.
- E. If fire is not extinguished, increase glide speed to find an airspeed, which will provide an incombustible mixture.
- F. Execute forced landing.

ELECTRICAL FIRE IN FLIGHT*:

- A. Master switch OFF.
- B. All radio/electrical switches OFF.
- C. Vents/cabin air/heat closed.
- D. Land as soon as practical.

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E. Consider off airport landing if conditions permit.

****Consult the aircraft POH for specific procedures.***

Operating / Safety Procedures

AIRCRAFT OPERATIONS: AIRWORK ,COLLISION AVOIDANCE, FUEL RESERVE

- A. **SPINS ARE NOT PERMITTED IN LEADING EDGE AVIATION AIRCRAFT**, unless approved by the Chief Flight Instructor and then only when on dual flights with a Leading Edge Aviation certified flight instructor, and in an aircraft certified to perform spins.
- B. All take offs and landings will be made in accordance with the procedures outlined in the Airman's Information Manual or as directed by the control tower.
- C. When taking off from the airport, the crosswind turn shall be made beyond the departure end of the runway and a minimum of 300 feet below pattern altitude. When in a towered environment, comply with tower instructions when safety is not compromised.
- D. All local flights must be made in a designated practice area. Copies of these areas are included in these safety procedures on page 21.
- E. Low altitude maneuvers, except take offs and landings, will not be performed in the vicinity of any airport.
- F. No pilot shall operate an aircraft in close proximity to another aircraft and shall give way to other aircraft to avoid creating a collision hazard. FAR Part 91.113 must be followed under these conditions.
- G. **Formation flying is PROHIBITED.**
- H. No flight shall be conducted above 12,500 ft. MSL without oxygen for the pilot and the passengers.
- I. Clearing turns shall be made prior to beginning any flight maneuver. For high wing aircraft, before beginning any turn, lift the wing in the direction of the intended turn, scan for traffic, announce clear left or clear right, and then begin the turn. For low wing aircraft, lower the wing in the intended direction of the turn, scan for traffic, announce clear left or clear right, and begin the turn.
- J. Position reports must be made prior to entering a practice area. Position reports shall be made prior to each maneuver. Position reports shall consist of distance from charted positions on the appropriate aeronautical chart, altitude and intentions.
- K. Instructors and students shall use the appropriate air traffic control agency when in a radar environment for traffic advisory's. Instructors and students are still responsible to see and avoid other aircraft at all times.
- L. No flight shall be conducted over any congested area or any open air assembly of persons, below an altitude of 1,000 ft above the highest obstacle within a horizontal radius of 2,000 ft

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of the aircraft. Over other than congested areas, an altitude of 500 feet above the surface will be maintained. For decent below 500ft AGL other than for the purpose of landing see page 4 paragraph I. All NOTAM's and National Security NOTAM's must be complied with.

M. Single engine airplane stalls, slow flight, steep turns, chandelles, or lazy eights shall be initiated at 2,000 ft. AGL and recovery completed no lower than 1,500 ft. AGL.

N. On all flights, all pilots will keep a proper lookout to avoid other aircraft, terrain, and other obstructions.

FUEL RESERVES

A. On all cross-country flights there must be enough fuel to fly from the point of departure to the point of destination or alternate airport, and fly thereafter for 45 minutes at normal cruise speed. On all local flights a fuel reserve of 45 minutes must be maintained.

AIRCRAFT DISCREPANCIES AND RETURN TO SERVICE PROCEDURES

GENERAL POLICY

All mechanical irregularities or discrepancies that come to the attention of student pilots, licensed pilots, or flight instructors before during and after the completion of a flight is required to be annotated on the dispatch form. **Any discrepancy will immediately ground the aircraft.** Leading Edge Aviation aircraft mechanic personnel will input the discrepancy information into Total FBO for tracking purposes and notify the appropriate personnel as to the nature of the discrepancy for scheduling and planning purposes. The discrepancy will then be repaired, or deferred until maintenance can be performed at a later date.

INITIATING A DISCREPANCY REPORT

- A. Pre-flight** – If a discrepancy is discovered, the person who discovers the discrepancy shall annotate the description of the problem, tach time, print name, and date with certificate number on the “List Any Squawks Here” block of the dispatch form. Leading Edge Aviation aircraft maintenance personnel shall be notified immediately.
- B. En route** – If a discrepancy is identified during the en route phase of a flight, determine the seriousness of the problem, divert if necessary, annotate the description of the problem, tach time, print name, and date with certificate number on the “List Any Squawks Here” block of the dispatch form. Leading Edge Aviation aircraft maintenance personnel shall be notified immediately after securing the aircraft.
- C. Post Flight** – If a discrepancy is found during the post flight walk around, the procedure is the same as the pre-flight, annotate the description of the problem, tach time, print name, date with certificate number on the “List Any Squawks Here” block of the dispatch form. Leading Edge Aviation maintenance personnel shall be notified immediately after securing the aircraft.

AIRCRAFT STATUS AFTER A REPORTED DISCREPANCY

- A.** Any aircraft shall be grounded immediately after a discrepancy has been found until Leading Edge Aviation aircraft maintenance personnel, Director of operations, or Chief Flight Instructor can make a determination if the aircraft is airworthy and the discrepancy shall be repaired or deferred as per CFR91.213.
- B.** A red tag stating “Aircraft Grounded” will be attached to the dispatch clipboard indicating the aircraft has been grounded until Leading Edge Aviation aircraft maintenance personnel can

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certify and document appropriately in accordance with FAR part 43 that the aircraft is returned back to service in an airworthy condition.

- C. In the event maintenance personnel cannot be contacted, the facility manager, chief flight instructor, or assistant chief flight instructor should be contacted to determine the course of action.

CLEARING DISCREPANCIES

- A. Qualified maintenance personnel are required to annotate the description of work performed, record the current tach time, sign with their certificate number and certificate held, and date on which the work was performed in the “Corrective Action Taken” block on the dispatch form. This includes any maintenance completed away from home base by non-Leading Edge Aviation personnel. After the aircraft is determined to be in an airworthy condition by maintenance personnel and documented appropriately in accordance with FAR part 43, it may be returned to service.
- B. All dispatch forms will be signed, by a qualified aircraft mechanic whether deferring or repairing, with certificate numbers, date and the current tach time in order to return the aircraft to service.

FORMS, DISPOSITION AND CONTROL

- A. All discrepancies will be entered into the Total FBO accounting, maintenance, and dispatch program for accountability.
- B. After a discrepancy has been documented and resolved and all signatures and certificates are obtained, the document will be forwarded to the maintenance department for record keeping purposes.
- C. The discrepancy report for the requested aircraft will be available for authorized persons to review in the maintenance binder in the Leading Edge briefing area.

SECURING OF AIRCRAFT WHEN NOT IN USE

Leading Edge Aviation provides tie-down spaces for airplanes not in use. After returning from a flight each aircraft shall be taxied into the appropriate tie-down spot. The appropriate "securing airplane" checklist provided by Leading Edge Aviation shall be used. Control locks and pitot tube covers must be installed. If a gust lock is provided for the aircraft it must be installed. For aircraft without a control lock the controls must be secured with the front seat belt. The aircraft shall be tied down in the tie-down area. Pilots parking Leading Edge Aviation aircraft away from home airport must comply with the previous instruction.

A post-flight inspection must be performed and any discrepancies or "squawks" reported to the office.

UNPROGRAMMED LANDING AWAY FROM ORIGINATING AIRPORT

In case of unprogrammed landing on or off airports, the Leading Edge Aviation Chief Flight Instructor or Director of Operations shall be notified, and his instructions adhered to. If necessary, minor repairs shall be made at the nearest maintenance facility under the direction of either the Chief Flight Instructor, Director of Maintenance or Director of Operations. If the aircraft needs to be left unattended at another airport, the Pilot-In-Command will make sure the gust lock is installed, the aircraft is locked, and the aircraft is secured with tie-downs.

In case of major damage, Leading Edge Aviation will dispatch an aircraft with authorized maintenance personnel to cope with the situation.

Once the aircraft is deemed airworthy by maintenance personnel, it may be returned to service.

NIGHT FLYING

A. Student Pilot's are prohibited from solo flight at night.

B. All Private Pilot's without an instrument rating must be approved by the Chief Flight Instructor and have received a dual checkout at night by a Leading Edge Aviation authorized instructor, and be proficient and current for night flight operations prior to any local night flights. A requirement for unlimited night cross-country flying will require a commercial pilot certificate or a private pilot certificate with an instrument rating, unless otherwise approved by the Chief Flight Instructor. An operating flashlight is required for night flying.

C. Absolutely NO night departures are permitted from the Wendover Airport or the Jackpot Airport unless the Pilot-in-Command has an instrument rating.

D. On all night flights above 12,000 ft. MSL, oxygen must be carried for the pilot and the passengers.

EMERGENCIES

The emergency checklist, which is a part of the Pilot's Operating Handbook, shall be used and adhered to in cases of an emergency.

It is expected that all pilots, in case of an emergency, will use their best judgment. The circumstances of such necessity will be reported to the chief flight instructor. Should the exercise of such judgment involve deviation from these rules or from the FAR's, a written statement if requested stating the circumstances should be made at the earliest possible moment to the appropriate controlling agency, no later than 24 hours after the deviation.

When an emergency occurs where the exercise of authority is involved and an instructor is present, the senior instructor will assume command of the situation and give orders according to his/her best judgment. He/she may, of course, accept advice from other instructors present.

In the event of an unexplained engine failure or intermittent engine operation, either in flight or on the ground, the pilot in command will comply with all emergency checklist items. If the engine is still not running after completing the checklist, the pilot will not attempt an additional restart. If a successful landing is made, no restart should be attempted. If necessary, a tow will be requested to the appropriate ramp. A restart will only be attempted after maintenance personnel have released the aircraft for return to service. If away from home base, call the Leading Edge Aviation office number (801) 858-0042 or any of the emergency numbers listed in the document.

In the event of an unsuccessful landing off airport landing, the pilot-in-command shall notify Leading Edge Aviation immediately at (801) 858-0042. If injury's are sustained dial 911 immediately. After Leading Edge Aviation personnel have been contacted they shall notify the FAA Salt Lake City Regional Office at (425) 227-2000.

No simulated emergency landings will be practiced below 500 feet AGL without written approval from the Chief Flight Instructor.

CAUTION

Carburetor heat should be used during prolonged glides with the throttle closed because of rapid engine cooling. The aircraft engine may not respond with rapid throttle application; therefore, the throttle should be fully opened every thirty seconds to clear the engine.

EMERGENCY NUMBERS

Leading Edge Aviation	Logan Office: 24 Hours	1-435-752-5955
	Salt Lake Office	1-801-326-8250
Scott Weaver	Director of Operations (Logan)	1-435-770-6533
Kevin Nichols	Chief Flight Instructor (South Valley)	1-801-528-2264
Hoy Bui	Director of Maintenance (South Valley)	1-801-755-5398
Kim Hall	Director of Maintenance (Logan)	1-435-760-0684

AIRPORTS

Leading Edge Aviation students will use only airports that meet the requirements of FAR 141.38. Chief Flight Instructor may approve other airports if requested.

Examples:

UTAH

Ogden-Hinckley
SLC International
South Valley Regional
Brigham City
Logan-Cache
Delta
Milford
St. George
Carbon Co./Price
Roosevelt
Vernal
Provo
Heber
Fillmore
Tooele-Bolinder Field
Nephi
Richfield
Cedar City
Spanish Fork
Wendover

ARIZONA

Phoenix
Prescott
Scottsdale
Deer Valley

NEVADA

Elko
Jackpot
Las Vegas
Reno
Wells

WYOMING

Evanston
Rock Springs
Fort Bridger
Kemmerer

IDAHO

Pocatello
Burley
Idaho Falls
Twin Falls
Boise

COLORADO

Grand Junction

Operating / Safety Procedures

Weight and Balance Form

Weight & Balance Form

Name: _____

Instructor: _____

Aircraft Type: _____

Aircraft Number: _____

	Weight	Arm	Moment	Max Gross Weight	Actual Weight
Aircraft				Useful Load	SOLO or DUAL Flight?
				Take Off Distance	Landing Distance
Pilot & Front Pass				CG Limits Forward	Aft Actual
Mid Passengers				Fuel Endurance @ 6000msl Stand. Temp.	
Rear Passengers				Density Altitude	
Aft Bag #1				Multi: Single Engine Climb:	Accelerate Stop Distance:
Aft Bag #2				Departure Time:	Return Time:
Fuel (6 lbs per gallon)				Route of Flight:	
Total				Within Weight? YES or NO	Within CG? YES or NO

Instructor's Signature _____

Date: _____

Note: Instructor signature is required for all dual and solo flights for Private, Instrument and Commercial students.

SAFETY ASSESSMENT QUESTIONNAIRE

- | | | |
|--|-----|----|
| 1. Have you checked NOTAMS and TFR's today? | yes | no |
| 2. Do you have the current and forecast weather? | yes | no |
| 3. Have you completed the AMISAFE checklist? | yes | no |
| 4. Is the aircraft in an airworthy condition? | yes | no |
| 5. Are all the required documents on board the aircraft you intend to fly? | yes | no |
| 6. Are you in compliance with CFR91.103? | yes | no |
| 7. Have you checked the local safety board? | yes | no |
| 8. Do you have enough fuel and fuel reserve for the intended flight? | yes | no |

Customer Signature _____

Date: _____

Note: Prior to any intended flight this weight & Balance form must be completed and signed by the Pilot and a copy left with Leading Edge Aviation dispatch.

Each student must complete a weight and balance form prior to any solo or dual flight, and the form must be approved by an instructor.

Cross-wind Component Chart

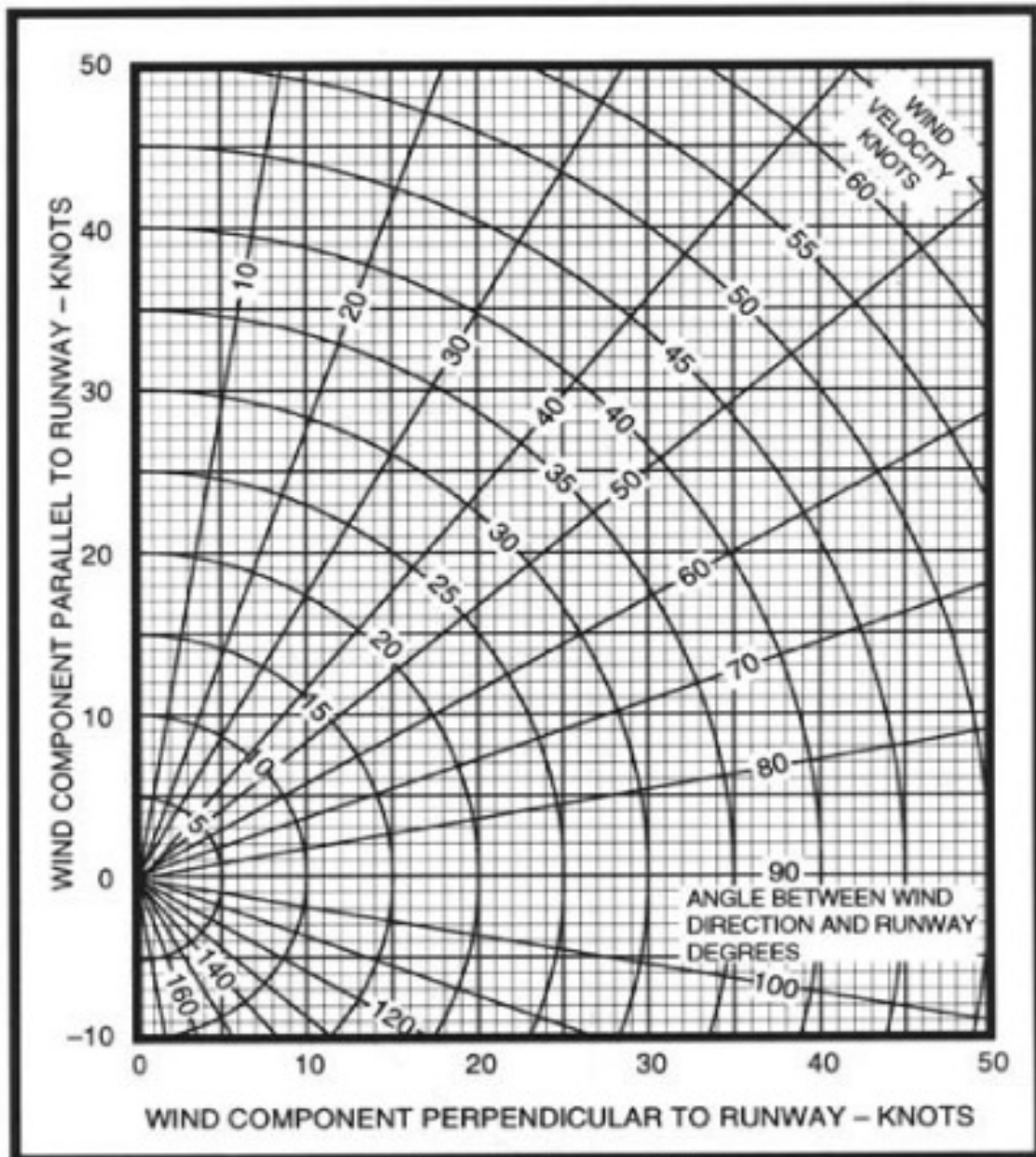
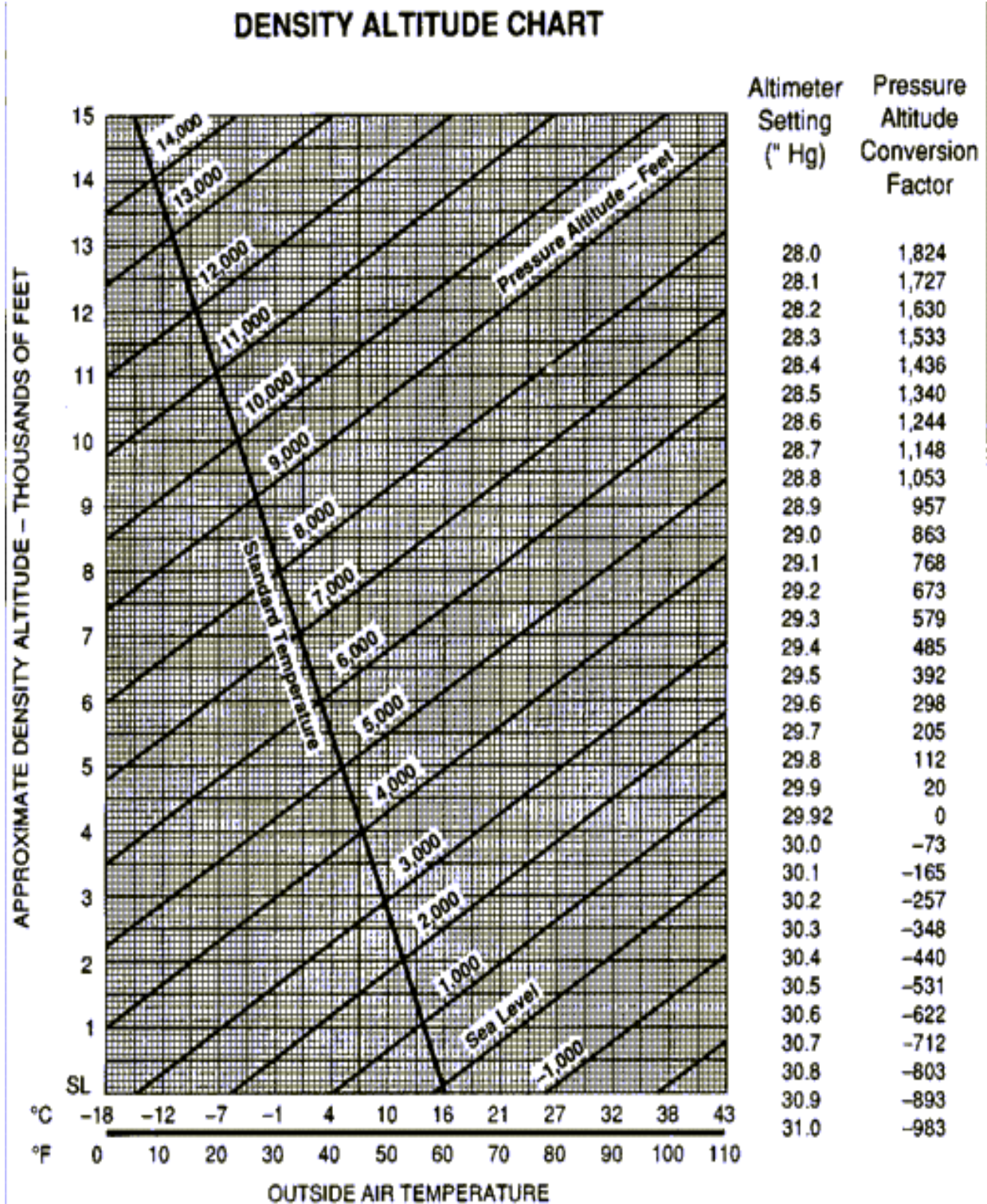


FIGURE 31.—Wind Component Chart.

DENSITY ALTITUDE CHART



ASSIGNED PRACTICE AREAS

INSTRUCTIONS:

Practice areas are designated by an alpha character. Instructors and students are expected to remain in the practice areas while performing flight maneuvers.

A. The following are procedures for the assigned numbers in the maneuvering areas in Ogden:

1. When maneuvering in areas **A**, **B**, or **C** maintain appropriate VFR altitudes. Perform clearing turns prior to each maneuver and maintain flight following with Salt Lake Approach on 121.1 if available. Use caution as both Ogden airport and Hill AFB have over lying instrument approaches.

B. The following are the procedures for the assigned numbers in the maneuvering areas in Tooele:

2. When maneuvering in area **D** maintain appropriate VFR altitudes. Perform clearing turns and proper radio position reports with Tooele CTAF on 123.0 prior to each maneuver, monitor Salt Lake Approach on 120.9 if appropriate.
3. When maneuvering in area **E** maintain appropriate VFR altitudes above **6,000 MSL**. Perform clearing turns, proper radio position reports prior to each maneuver. Monitor Tooele CTAF on 123.0.
4. When maneuvering in area **F** maintain appropriate VFR altitudes. Perform clearing turns and proper radio position reports prior to each maneuver. Monitor Tooele CTAF on 123.0.
5. When maneuvering in area **G** maintain appropriate VFR altitudes. Perform clearing turns and proper radio position reports prior to each maneuver. Monitor Tooele CTAF on 123.0.

C. Refer to the following charts for depiction of exact locations of all training areas to be used by Leading Edge Aviation instructor and students. Renters practicing in the local area should also use these locations.

NOTE: If there are any questions, please direct them to any flight instructor.

Not for navigational purposes.

Ogden, UT Practice Areas



Not for navigational purposes.

Tooele, UT

Practice Areas

