
MINIMUM SAFE ALTITUDES IN MOUNTAINOUS TERRAIN

Issued under the Authority of:

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Background Information:

CAE is committed to achieving the highest level of safety by meeting or surpassing regulatory requirements, by auditing the safety implications of our activities, by identifying areas for improvement through incident reporting, investigation and risk assessment, and by encouraging the open and honest reporting of safety issues.

Abbreviations:

CAE OAA	CAE Oxford Aviation Academy
MSA	Minimum Safe Altitude
NAA	National Aviation Authority
NOTAC	Notice to Aircrew

Policy:

To further enhance flight safety within the CAE OAA, the CAE OAA Training Manager / Head of Training and Safety Officer in each facility shall determine all areas where CAE OAA flight operations may occur, including cross country flights. All applicable areas must then be analyzed to see if any such segment should be designated as *mountainous terrain*. Any area designated as such shall be clearly delineated by red cross, hatched lines on a current aeronautical chart and shall be displayed in a prominently posted area; visible to all flight crew at the time of dispatch. The determination for what is mountainous and non-mountainous terrain is to be made by the CAE OAA Chief Flight Instructor, Training Manager / Head of Training and Safety Officer. Within the areas to be surveyed and designated as mountainous or non-mountainous terrain, the survey shall include a 5 nautical mile (nm) radius (laterally) from any point along a potential route of flight, including flight to an alternate.

- a) When conducting flight operations in the area(s) depicted as mountainous terrain, as referenced in the above paragraph, the minimum safe altitude (MSA) that must be adhered to is the **highest** of the following:
 1. 1,000 feet shall be added to the statutory requirements specified by the NAA, if applicable;

OR

 2. 2,000 feet above the highest obstacle or terrain point, within 5 nautical miles of the intended route.

Additionally, when conducting night flying to a destination airfield located inside an area designated as mountainous terrain, descent from the MSA (as outlined in point A above) shall not be commenced until the aircraft is located within 3 nautical miles (nm) of the airfield or located on a published instrument approach procedure or navigational routing for that airfield. If possible, it is

recommended that descent be delayed until established overhead the airfield. When commencing descent from the MSA, the airfield must continuously remain in sight. If view of the airfield is lost, a climbing 180-degree turn must be executed immediately.

Other precautions shall be considered based on the direction of flight, environmental conditions, current or forecasted weather, etc.

Within thirty (30) days of this Safety Bulletin becoming effective, a briefing to all flight crew personnel by the CAE OAA Chief Flight Instructor, Training Manager / Head of Training and/or Safety Officer, specifically tailored to the requirements here-in must occur before the normal schedule may resume operations. The briefing should include specific examples of the difference in operations at controlled and uncontrolled airfields, such as: descent from the MSA to traffic pattern altitude, entering the traffic pattern, and overhead entry into the traffic pattern.

EXCEPTIONS AND REVIEW:

This policy shall be reviewed periodically by the CAE Chief Safety Officer.

SCOPE:

CAE Oxford Aviation Academies