

Global NOTAC 23 - Issued under the Authority of:

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MAXIMUM OPERATING ALTITUDE

Background Information:

A recent incident has highlighted the lack of clear guidance on the maximum permitted operating altitude of CAE OAA aircraft. Irrespective of any POH/AFM or NAA limitation, the maximum operating altitude of unpressurized aircraft needs to be clearly stated in order to avoid the onset of hypoxia in CAE OAA. This is in accordance with global best-practice.

Abbreviations:

CAE OAA	CAE Oxford Aviation Academy
NOTAC	Notice to Aircrew

POLICY

- a. **Unless specifically authorized by the CFI/Program Lead or HoT (or their nominated deputies), no CAE-OAA aircraft is to be flown above 10,000Ft AMSL or FL100 (whichever is the higher).**

- b. **However, student solo pilots may not fly at an altitude greater than their planned route-altitude unless there is a specific flight safety reason for doing so. In this case, Para a still applies. Students who deviate from the maximum planned altitude should report the circumstances to their FI/Lead FI at the first opportunity on their return to base.**

FURTHER ACTIONS REQUIRED BY EACH ACADEMY:

- If this policy requires a change to operations, Heads of Training / Chief Pilots are to ensure this policy is published as a Local NOTAC detailing the local procedures.
- Quality Managers are to ensure these procedures are incorporated into all applicable Operations Manuals by the Head of Training / Chief Pilot.
- Once incorporated in Ops Manuals, the Safety Office must be informed.

NOTAC VALIDITY:

This NOTAC will remain in effect until all Operations Manuals have procedures documented that meet the requirements of this policy.

EXCEPTIONS AND REVIEW:

Nil

This policy may be reviewed by the Chief Safety Officer.

SCOPE:

All CAE Oxford Aviation Academies

Effective: 9 April 2015