

Mountainous Terrain Restrictions

Effective February 1, 2017

Issued under the Authority of:

Chief Flight Instructor

Background:

CAE OAA 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. Added risk occurs to flights in the vicinity of Mountainous Terrain and therefore, the need to mitigate these risks to training operations.

Abbreviations and Definitions:

“Mountainous Terrain” - is defined by management, and is depicted on the poster found in the Student Flight Planning Room. Outside the areas shown on the chart of Arizona, Mountainous Terrain is any area where continuous significant elevation changes occur (generally in excess of 3000 feet).

Policy:

1. Solo flights are NOT permitted into Mountainous Terrain.
2. No flights into Mountainous Terrain at night unless on an active IFR or VFR flight plan.
3. No flights will be permitted in mountainous terrain when moderate or greater turbulence is reported along the route (through PIREP or AIRMET).
4. No aircraft will descend into an airport located in Mountainous Terrain unless the aircraft is within 3nm of the airport, or established on an IFR route or published navigation procedure for that airfield.
5. Company Aircraft must remain 2000 ft AGL above any terrain within 5nm either side of route centerline when in Mountainous Terrain.
6. Instructors planning to operate over Mountainous Terrain must have reviewed the company Mountain Flying Briefing. This briefing is located W:Safety/Briefings

Exceptions and Review:

The above policies do not include Turbine aircraft on an IFR flight plan. This policy will be reviewed on a regular basis by the Safety Action Group.

Scope:

All CAE OAA Phoenix Aircraft

Attachments:

Mountainous Terrain Depiction Chart

Mountainous Terrain

