

**Issued under the Authority of:**

Phoenix EASA Program Manager

**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 at night and therefore, the need to mitigate these risks to training operations.

**Abbreviations and Definitions:**

See 14 CFR Part 1 for definition of Night.

**Policy:**

1. The Terrain feature on the MFD must be on for any flight departing the airport pattern at night.
2. When practicing instrument procedures at night:
  - Aircraft will fly only FAA published instrument approach procedures at night.
  - Crews must check IFR NOTAMs which are applicable to the planned published procedure(s) prior to flight.
3. No night flights when clouds may be encountered along planned route of flight (unless flying IFR).
4. Except when on a published instrument route or LOA route, aircraft flying at night will:
  - Maintain 2000' AGL.
  - Descend from cruise to enter a traffic pattern at an uncontrolled airport at night from overhead the airport.
  - Aircraft must remain over identifiable terrain at night if not on a flight plan.

**Exceptions and Review:**

The above policies apply to all CAE OAA PHX flight operations and will be reviewed annually.

**Scope:**

All CAE OAA Phoenix flights.

**Attachments:**

None