



Sabena Flight Academy Company Notams

Notams Listing

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Bulletins

SFA IFR Manual Bulletins	Revision 30/06/2009
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Standardization Documents

Standardization Notes	Version 1.1
SFA Working Method	Version 3.0
QRH Erratum	Version 1.2
R/T Calls Document	Version 1.1
SFA CDFA Approaches	KCGZ (1), P08 (2), KCHD (1)
KFFZ SFA RNAV STAR	Version 1.1

(D)CFI Signature: _____ Date: _____



09SFA 1.2: High Altitude Airports.

- Solo students are not allowed to plan to a High Altitude Airport (Above 4,000 MSL) unless they have received approval from the (D)CFI. Solo students should refer to the Global Ops Manual for solo limitations.



09SFA 2.1: Approved Airports.

- The approved airport's list is now available in the ATP(a) Integrated Course Training Manual, Annex 1.



09SFA 3.1: Solo rule for Touch and Go's.

- Solo students are not allowed to do Touch and Go's at local and distant airports.
- Solo students are required to perform full stops then taxi back to the beginning of the designated runway.



09SFA 4.2: "Taxiway B" Turn-offs.

- Solo students are not authorized to turn off the runway on to Taxiway "B" when landing on the short runway (4L/22R) at KFFZ. Solo students will exit at the end of the runway and use taxiway "C" or "A" to taxi to the ramp. Students may use the high-speed taxiways with extreme caution in order to access taxiway "E".



09SFA 5.2: KCHD and KIWA Transitions.

- Solo students are not allowed to transition through or above KCHD and KIWA's airspaces. Solo students must circumnavigate KIWA's airspace to the East via the Company's approved departure route to Point "W".



09SFA 6.1: Short Final Checks for DA40 & DA42.

- DA40 Short Final Check:

- The crew is responsible for moving the propeller lever to Max RPM and the Mixture lever to Full Rich on short final. One of the crewmembers, usually the student, will call out “Prop/Mixture fully forward” when on short final.

- DA42 Short Final Check:

- The crew will ensure that the landing gear lever is in the DOWN position with 3 green lights being lit for each gear and that the UNSAFE red light is extinguished on short final. One of the crewmembers, usually the student, will call out “Gear down, 3 greens” on short final.



- DA42 L360 Short Final Check:

- The crew will ensure that the landing gear lever is in the DOWN position with 3 green lights being lit for each gear and that the UNSAFE red light is extinguished on short final. The crew will also move L(H)/R(H) Propeller levers to Max RPM and the L(H)/R(H) Mixture levers to Full Rich. One of the crewmembers, usually the student, will call out “Prop/Mixture fully forward, Gear down, 3 greens” on short final.

- There are no Short Final Checks required for the DA20 or Archer.



10SFA 7.1: Use of Drift Lines during VFR Navigation.

This notam supplements the VFR manual chapter Navigation.

In order to avoid clutter on the VFR charts during navigation the following will be applied with regards to the use of the 10° drift lines.

1. Drift lines shall only be drawn on the map if the leg between 2 waypoints is **15NM or more**.
2. Drift lines should be drawn with a pencil or a marker (**< 0.5mm point**).
3. Drift lines should be interrupted as needed in order **not to mask any information** on the map (symbols, landmarks, text, frequencies...).



10SFA 8.1: DA40 Fuel Pump Operation.

- The fuel pump switch of the DA40 will be in the ON position anytime the crew decides to switch tanks when the engine is running. This procedure must be followed for all flight and ground operations.



10SFA 9.1: Airplane External Lights Procedure.

- This Notam is written to clarify when all external lights must be turned on and off while operating airplanes in the CAE OAA fleet under the SFA Program.

. In controlled airspace (Class B, C, and D):

- All external lights will be turned on when entering the runway and during the Descent/Approach checklist before entering controlled airspace.
- Unnecessary lights will be turned off when exiting the airspace (Strobe lights remain on during day operations, strobe and navigation lights remain on during night operations).

. In uncontrolled airspace (Class E and G):

- All external lights will be turned on when entering the runway and during the Descent/Approach checklist when entering the flight environment of the uncontrolled airport.
- Unnecessary lights will be turned off during the After T/O checklist at 1,000 ft AGL (Strobe lights remain on during day operations, strobe and navigation lights remain on during night operations).

NOTE: Strobe lights must be turned off when taxiing on ramps and taxiways during night operations. Leaving all external lights on in the practice areas is at the discretion of the instructor.