

ERA24LA094

OPERATIONAL FACTORS

Attachment 4

Southern Airways Express Flight Operations Manual (FOM)

July 30, 2024

Chapter – 7D

7D.7.11 Flameout (Engine Relight)

PIC		SIC	
Fuel, Boost, Ignition	Verify on		
Successful relight	Monitor Gauges, Land as soon as Possible		
Unsuccessful relight	Delegate Controls	Flight Controls	Assume
Power	Idle		
Prop	Min		
Fuel Condition	Cutoff		
Bleed Air	Off		
Boost pump	On		
Starter	Engage		
Normal Start procedure			
Prop & Power	Bring up simultaneously		
Successful relight	Monitor Gauges, Land as soon as Possible		
Unsuccessful relight			
Engine	Secure		

7D.7.12 Low Altitude Engine Failure (Below 1000' AGL) “Idle Feather Confirm Cutoff”

PF		PM	
Power	Idle	Notify ATC	
Prop	Feather		
If Shutdown is necessary			
Fuel Condition Lever	Ask for confirmation	Fuel condition lever	Confirm and Cutoff

7D.8.0 Operations During Ground Icing Conditions

FAR 135.227(a)(1-2), (b)(1-3), (c)(1-2), (d)(4)

- A. Even small amounts of snow, ice or frost contamination may cause a potentially dangerous degradation of aircraft performance and unexpected flight characteristics. All Southern Airways pilots must use the methods outlined in this manual to ensure that no aircraft will takeoff with ice, frost or snow adhering to any surface.
- B. Ground Icing Conditions exist when:
 1. Frost, ice, or snow is adhering to or may adhere to the critical surfaces of an aircraft.
 2. Ground Icing Conditions also exist when active frost, frozen or freezing precipitation is reported or observed.

Chapter – 7D

7D.8.1 Pre-takeoff Contamination Inspection C-208

- A. This inspection is specific to the C-208 Caravan operated by Southern Airways. Whenever ground icing conditions are in effect, a pre-takeoff contamination check must be accomplished to ensure the aircraft is free of frost, ice or snow on the following surfaces:
1. Windshield
 2. Empennage
 3. Stabilizing or control surfaces
 4. Wing
 5. Pitot Static Tubes
 6. Propeller
 7. Engine Inlet
- B. This must occur during the normal preflight walk-around inspection. If any contamination is discovered during the preflight inspections, the PIC must ensure the contamination is properly removed. This check must be accomplished within 5 minutes prior to beginning the takeoff run.
- C. The Pilot in Command is responsible for the following:
1. Ensuring the aircraft is clean of frost, ice or snow “contamination” prior to takeoff.
 2. Complying with the pre-takeoff contamination check.
 3. Advising the Company as early as possible that there may be a need to remove the contamination.
 4. Advising the Director of Operations of any changes that will improve the procedure.
- D. The Pilot in Command or SIC, if assigned, will accomplish a visual inspection of the wings and horizontal stabilizer 5 minutes prior to takeoff for contamination whenever active icing is occurring. If the SIC is assigned, the PIC remains responsible for ensuring the process is properly completed. The following procedure will be used to accomplish this inspection from outside the aircraft:
1. The Captain will visually inspect both wings (Outboard of the fuselage) and the Pitot Static Tubes.
 2. The Captain will visually inspect both horizontal stabilizers from the open cockpit door.
 3. The propeller and engine inlet must be checked from the front of the aircraft with the engine shut down.
 4. If at night, the Captain will use a flashlight to inspect required components and surfaces.
 5. If the aircraft is not airborne within 5 minutes of the last pre-takeoff contamination check, the above procedure must be repeated.
 6. If at any point the Captain is unsure if the wing is clear of contamination, the Captain will perform a tactile check of the wings and control surfaces.
 7. If the wing and horizontal stabilizer are contaminated the aircraft will return to gate/hangar and the contamination will be removed.
 8. Accepted means for de-icing the aircraft are Type-1 de-ice fluid, heated forced air, placing the aircraft in a heated hangar and use of a soft brush or broom designated specifically for de-icing. Holdover times may not be used when using Type 1 fluid for the purpose of deicing.