

ERA24LA094

OPERATIONAL FACTORS

Attachment 3

Southern Airways Express Standard Operating Procedure (SOP)

July 30, 2024

Chapter - 2

2.41.0 Pitot Heat/Stall Warning Heat/Icing Conditions

- A. The use of Pitot Heat is allowed during all flight operations and is highly recommended for use whenever the aircraft is operating in precipitation, clouds, fog, etc., including when temperatures are above those normally associated with icing conditions.
- B. The use of Stall Warning Heat is authorized during all flight operations.
- C. 'Icing Conditions' as defined by the C208B POH are:
 - 1. Visible moisture (clouds, rain, snow, ice crystals); and,
 - 2. An OAT of 5 degrees C or less.
- D. Icing Conditions CAN be encountered in Hawaii.

NOTE: The POH advises use of the inertial separator in BYPASS during flight or ground operations in Icing Conditions; and cautions the pilot to not return the inertial separator to NORMAL until after engine shutdown and inspection if Icing Conditions are encountered. See full operational instructions for the inertial separator in the POH.

2.42.0 Cabin Entry Door Closing Procedures

- A. The crewmember overseeing boarding at the cabin door must ask the passenger seated next to the door if he/she is willing to place the door handle in the locking receptacle. If so, demonstrate the procedure to the passenger and continue the loading process.
- B. Ensuring that the handle is placed in the receptacle will prevent the door from opening after departure.
- C. After boarding, the crew must look back from the flight deck to ensure it has been done correctly.
- D. If a passenger is not seated next to the door, unable or unwilling to assist, then the crewmember must accomplish the procedure from inside the cabin after the doors are closed and then walk via the interior to the pilot seats.