

CLAY LACY

VOLUME VI STANDARD OPERATING PROCEDURES (SOP)

REVISION #13
JANUARY 27, 2020



C. ENHANCED STALL AND STICK PUSHER TRAINING.

1. Notwithstanding any specific "aircraft profile" listed here in the following general procedure shall be used during training and checking of Stall and Stick Pusher, as applicable:
 - a. The reduction of angle of attack is required to initiate recovery of all types of stalls during training and testing.
 - b. All aircraft, that have an installed Stick Pusher, will conduct Stick Pusher training allowing the Pusher to reduce the Angle of Attack (AOA).
 - c. Note: Deliberate activation of the pusher is not an evaluated maneuver during testing.

D. TOUCHDOWN ZONE LANDING-DEFINED FOR TRAINING AND TESTING

1. Notwithstanding any definition to the contrary, for the purposes of this training manual, the "Touchdown Landing Zone" is between 750' and 1500' from the landing runway threshold. Being "stabilized" on the approach and using proper procedures during the flare will ensure landing in the touchdown zone. FC's should not adjust flare to make a smooth landing that would result in a touchdown outside the "Touchdown Landing Zone."

E. USE OF JUMPSEAT

1. When an individual is authorized to occupy the JUMP SEAT the following protocol must be complied with:
 - a. The jump seat must be approved for use for takeoff and landings.
 - b. The occupant must be approved to use the jump seat.
 - c. The PIC will ensure the occupant knows:
 - (1). How to remove the seat from the stowed position and re-stow the seat.
 - (2). How to fasten and release the seatbelt and shoulder harness.
 - (3). How to operate/don the oxygen system provided for the jump seat.
 - (4). How to utilize the communications system at the jump seat (if installed).
 - (5). Their duties in the event of an emergency evacuation.
 - (6). The rules regarding a sterile cockpit.

F. OBSTACLE DEPARTURE

1. When the departure airport has an obstacle that requires a climb gradient greater than the aircraft engine-out performance capabilities the following protocols must be complied with:
 - a. The Pilot Flying (PF) will brief the Pilot Monitoring (PM) on the possibility of an alternate takeoff procedure.
 - b. The PM will set up the alternate takeoff procedure on his navigation display and advise the PF.
 - c. The PF will cross-check this data for accuracy and advise the PM of acceptance or instruct the PM to modify the navigation data as necessary.
 - d. In event of an engine failure during takeoff the PF will follow the alternate takeoff procedure as briefed or command a change, as necessary, to maintain continued safe flight