

## **Attachment 4**

**to Operations Group Chairman's Factual Report**

### **Flight Operations Manual Excerpt**

**DCA08MA076**



CHAPTER: 4

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REV. NO.: 46  
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## 5. Max Total Weight Computations

Crewmembers are required to provide the max total weight at all stations, including KILN. Max Total Weight Computation Formula:

Max Takeoff Weight from Weight Data Record

- Takeoff Fuel Load

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Answer (compare to MZFW and use smaller of two to continue)

Answer from above or MZFW (whichever is less)

- Basic Operating Weight

- P1 Jumpseat Riders

- Fly-Away Kit (if applicable) (International Charter Operations only)

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Max Total Weight entry on Fuel Slip

## 6. Cockpit Lights

Cockpit lights shall be operated in such a manner that they will provide adequate cockpit vision but in no way interfere with outside vision, particularly during taxi, takeoff, climb out, approach, and landing; or in any area where traffic is to be expected. In areas of heavy electrical activity, cockpit white lights may be turned to full bright to counteract blinding effects.

## 7. Seats, Safety Belts, and Shoulder Harness

Each occupant of a seat equipped with a safety belt or the combination of safety belts and shoulder harness shall have those devices properly secured about them when occupying a seat for all aircraft movement, turbulence, the seat belt sign is illuminated (if equipped) or any time the Captain commands or deems it necessary.

In accordance with FAR 121.311, "At each unoccupied seat, the safety belt and shoulder harness, if installed, must be secured so as not to interfere with crewmembers in the performance of their duties or with the rapid egress of occupants in an emergency."

## 8. Sleeping Devices

Sleeping devices brought aboard ABX Air aircraft by supernumeraries and load masters for the purpose of layover rest, will not be used during aircraft flight or movement and must be properly secured when not in use. Sleeping devices consist of cots, sleeping bags, air mattresses, etc.

## 9. Preflight of Oxygen

In accordance with FAR 121.333, each Crewmember shall personally preflight the oxygen equipment at their assigned flight station to ensure the oxygen mask is within immediate reach from his station, properly fitted, connected to appropriate supply terminals and properly functioning. In addition, the Crewmember will ensure that quick donning masks can be put on without disturbing eye glasses or delaying the Crewmember from proceeding with assigned emergency duties, that the smoke goggles fit properly, and that communications with other Crewmembers on the airplane intercommunication system is not impeded by the use of oxygen equipment.



A specified Crewmember is designated on the appropriate aircraft checklist to ensure the oxygen system pressure is adequate for dispatch and that required Portable PBE is installed, in serviceable condition, and readily available for use.

## 10. Ground Operation of Aircraft Transponders and Radar

- A. Certain major airports are now requesting/requiring aircraft to operate their transponders while taxiing on the ground. All three ABX aircraft fleets are capable of broadcasting a transponder signal on the ground, so we should comply with this type of airport procedure.

The type of radar system used by the Air Traffic Control Tower to track aircraft movement on the ground is called ASDE-X. ASDE-X radar requires only Mode **S** transponder transmissions from the aircraft. In our aircraft, the Mode S signal used by the ASDE-X radar is broadcast anytime either TAVRA or TA ONLY is selected on the transponder control head - the "weight on wheels" circuit does **not** inhibit Mode S. The "weight on wheels" circuit does inhibit Mode A, Mode C, and the altitude reporting function, but these modes are not used by the ASDE-X radar; therefore, they are not pertinent to the Tower's ability to control ground movement of aircraft.

- B. The following rules apply to the operation of aircraft radar equipment while on the ground. In this context, "operation" means transmitting in the "WX, TRB, TERR", position and does not include STBY, TEST, etc.

- (1) Aircraft radar equipment shall not be operated while the aircraft is being refueled.
- (2) Aircraft radar equipment shall not be operated when another aircraft, fuel truck, or other fueling equipment is within 50 feet ahead or to either side of the nose.
- (3) Aircraft radar equipment shall not be operated "nose on" to another aircraft.

**Note:** Modern aircraft weather radar units typically transmit about 70-80 watts of RF energy versus 50,000-75,000 watts on older radars. The radar units in our aircraft fleet are modern units, they do not pose a risk to humans, and they comply with FAA Advisory Circular 20-68B. However, despite safety to humans, it is prudent to comply with the above restrictions to prevent possible damage to aircraft equipment.

## 11. Altimeter Adjustment on Ground

Before leaving the blocks, set the altimeters to the reported barometric setting and crosscheck the altimeters. The altimeters should read ramp