

Docket No. SA-533

Exhibit No. 2-BB

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

Excerpt from Empire General Operations Manual (GOM), Icing

(2 Pages)

ATTACHMENT

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8-9	
Date:	05/01/08
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FLIGHT OPERATIONS — PART 121 SUPPLEMENTAL OPERATIONS

Icing

A. Aircraft May Operate:

(1) When light freezing rain, light to moderate freezing drizzle, or light to moderate snow is falling, the aircraft may takeoff, provided it is prepared in accordance with approved deicing procedures.

(2) When an adverse icing condition is reported or suspected which the captain and flight follower agree is neither of significant extent nor at a low enough altitude to adversely affect the safety of the flight during climb-out, descent or landing, or if the icing condition is at an altitude or location which can be avoided by proper flight planning.

(3) When an adverse icing condition en route is reported or suspected, provided the captain and Flight Follower carefully analyze the situation and provide adequate fuel to enable the captain to use an alternate route for the safety of the flight.

(4) When light freezing rain, light or moderate freezing drizzle, or light, moderate or heavy snow is falling aircraft may land.

B. Aircraft May Not Operate:

(1) When moderate or heavy freezing rain or heavy freezing drizzle is falling at the airport.

Airport Analysis/Flight Planning

A. The Company contracts airport analysis performance information from Aircraft Performance Group (APG) for the ATR 42/72 and Fokker F27.

B. Performance data is taken from the appropriate approved AFM and is in compliance with the obstruction clearance requirements of Part 121. This performance data is predicated on the use of the full length of the selected runway. However, intersection takeoffs are approved when the crew has performance data pertinent to the intersection to be used.

C. Performance data provided to each aircraft is accompanied with a list of effective dates for data by airport. These airports are generally contracted for surveillance provided by APG.

D. Prior to any departure, the crew shall consider the following: outside air temperature, wind conditions, icing conditions, elevation, runways available and length, flap settings and gross weight.