

Docket No. SA-533

Exhibit No. 2-GG

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

Excerpts from Empire Airlines GOM (Flight Following Procedures)

(3 Pages)

ATTACHMENT

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continuation toward that airport is an emergency situation as set forth in 121.557. If any instrument or item of equipment required for the particular operation becomes inoperative en route, the Pilot in Command shall comply with the approved procedures for such occurrence as specified elsewhere in this manual, the Company Flight Manual, applicable MELs/CDLs and 14 CFR.

Diversion to an Airport Without Airport Analysis

Diversion Procedures

A. Should a flight divert to an airport that is not normally served by Empire, the Captain will refer to the AFM/QRH (ATR42/72) or CFM (F27) to determine whether the runway is suitable for the intended landing.

B. After landing, the Captain will contact Flight Following to coordinate his or her subsequent departure, obtain a new release and ensure all safety parameters, including takeoff data, are satisfied.

C. Takeoff data will normally be obtained by Flight Following. The Captain should give the Flight Follower as much information as possible concerning temperature, proposed takeoff gross weight and departure runway. Flight Following will obtain takeoff data through Empire's approved sources. This information will be relayed to the Captain as soon as possible. Flight Following will coordinate the filing of a flight plan, flight requirements and any other required services to ensure minimal ground time.

Potentially Hazardous Weather

Reporting Potentially Hazardous Weather (121.561)

A. Whenever meteorological conditions are encountered which are substantially different from those forecast or which may have a potentially adverse impact on the safe operation of other flights, the Captain will ensure Flight Following is provided a PIREP as soon as possible.

B. These conditions include but are not limited to:

- (1) Moderate or heavy icing.
- (2) Moderate or severe turbulence.
- (3) Flight level (or surface) winds not consistent with the flight plan or forecast.
- (4) Windshears reported or encountered during any phase of flight.

C. Flight Following will be responsible for grouping and disseminating PIREPs and other pertinent reports.



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D. Pilots shall provide in-flight weather information requested by Flight Following as conditions permit.

E. Notify Flight Following as soon as practicable of any significant changes to the route of flight as assigned by ATC or any en route delays (for example, holding) caused by adverse weather.

Operation in Icing Conditions (121.629)

A. No aircraft will be released, continue to operate en route or commence an approach in icing conditions that may adversely affect the safety of that flight.

B. The PIC may not takeoff an aircraft when frost, ice or snow is adhering to the wings, control surfaces, propellers, engine inlets or other critical surfaces of the aircraft or when the takeoff would not be in compliance with paragraph C of this section.

C. Flight Following may not release and a PIC may not takeoff an aircraft any time conditions are such that frost, ice or snow may reasonably be expected to adhere to the aircraft, unless the requirements of the approved Aircraft Deicing Program are met.

Jumpseat Authorization Procedures

A. Access to the flight deck jumpseat may be authorized under OpSpec A048 and the Twelve-Five Standard Security Program using the following provisions:

(1) Empire Airlines may allow individuals employed by other aircraft operators in the flight deck jumpseat by utilizing an automated identification system to verify the identity and current employment status of individuals authorized access to the flight deck jumpseat. Currently the only authorized system to meet this requirement is CASS (Cockpit Access Security System). Therefore, with a few exceptions listed below, the person requesting jumpseat access must be employed by a Part 119 certificate holder (Air Carrier) that participates in the CASS.

(a) To be a member of CASS each participating aircraft operator must:

(1) Complete a fingerprint-based CHRC in accordance with 49 CFR 1544.229 and 1544.230 for each individual it employs who is authorized access to the flight deck jumpseat.

(2) Conduct an initial and annual audits of its flight deck jumpseat database to ensure that the database