

Docket No. SA-533

Exhibit No. 2-JJ

**NATIONAL TRANSPORTATION SAFETY BOARD**

**WASHINGTON, D.C.**

Excerpts from Empire Airlines GOM (Emergency Operations)

(3 Pages)

ATTACHMENT

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## EMERGENCY OPERATIONS

### General

**A.** This chapter covers specific emergency operations and procedures. It is impossible to outline in detail the procedures to be followed in every emergency. This is, however, an attempt to outline specific procedures where possible and to give general policies that will help the flight crew arrive at the best possible solution.

**B.** In an emergency situation that requires immediate decision and action, the Pilot in Command may take any action that he or she considers necessary under the circumstances. In such a case, he or she may deviate from prescribed operations procedures and methods, weather minimums, Federal Aviation Regulations and the guidelines set forth in this chapter, to the extent required in the interest of safety. **(121.557, 559, 135.19)**

### Emergencies

**A.** The Company considers the following situations as emergencies:

- (1)** Any operation, known to have departed, which is 45 minutes overdue and cannot be reached via any radio contact (including ARTCC, FSS, tower, approach control, unicom, Company frequency, ARINC, cell phone, etc);
- (2)** In contract operations, if the contracting agency reports to Flight Following that a Company aircraft is 60 minutes overdue and cannot be reached via any radio contact (including contractors frequency if any, ARTCC, FSS, tower, approach control, unicom, Company frequency, ARINC, cell phone, etc);
- (3)** An aircraft is unavoidably en route to an airport at which exists potentially hazardous conditions that are not expected to be corrected prior to the ETA of the aircraft.
- (4)** Communications, navigation or instrument approach facilities are such that orientation and/or instrument approaches are not possible, destination weather is actual IFR, and the flight is en route unaware.
- (5)** Failure or malfunction of aircraft system or any component that endangers the safety of the operation.
- (6)** Fire aboard an aircraft.
- (7)** An aircraft is expected to make an emergency landing.
- (8)** An aircraft has made a gear up landing.



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## EMERGENCY OPERATIONS

### Emergency Categories

A. In an emergency situation, the flight crew, Flight Following and ground personnel will each follow the prescribed procedures outlined in their respective manuals.

### Captain's Emergency Authority and Responsibility

A. Under any flight emergency condition the Captain is responsible for the successful termination of the flight. He or she is in full and complete command and all personnel shall execute his orders precisely. FAR Part 121.559 authorizes the Captain to follow any course of action he or she considers necessary under the circumstances. He or she may deviate from prescribed procedures, methods, weather minimums and regulations to the extent required in the interest of safety. Whenever a Captain exercises emergency authority, he or she shall keep the appropriate ATC facility and Flight Following informed of the progress of the flight.

B. The Captain shall send a complete report of the emergency to the DO immediately after completion of the flight. The DO will forward the report, within 10 days of the flight, to the CHDO.

C. When an emergency situation becomes apparent, Flight Following shall be advised immediately.

### CVR and FDR Deactivation

A. The CVR and FDR are to be deactivated immediately upon completion of a flight where an NTSB 830 reportable event has occurred (see GOM Chapter 12). The flight crew will:

- (1) Pull the CVR and FDR circuit breakers after landing (when possible) or prior to setting the parking brake.
- (2) Notify Maintenance Control that the CVR and FDR contain data that must be preserved.
- (3) Make a maintenance logbook entry describing the reportable event.

B. Any doubt as to whether or not an event requires NTSB notification must be resolved after steps have been taken to preserve the data.

### Flight Follower's Authority and Responsibility

A. The steps outlined in this section are intended as a guide only and must be considered flexible. When events demand courses of action which differ from these procedures, use common sense and good judgment.