

Docket No. SA-533

Exhibit No. 2-KK

**NATIONAL TRANSPORTATION SAFETY BOARD**

**WASHINGTON, D.C.**

Excerpts from Empire GOM (Component Failure/Captain's Responsibility)

(3 Pages)

ATTACHMENT

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## EMERGENCY OPERATIONS

### **Aircraft with Mechanical/Structural Failure in Flight Engine Failure or Precautionary Shutdown**

A. Except as provided in the following paragraph, when one engine of an aircraft fails or when the rotation of an engine of an aircraft is stopped in flight as a precautionary measure to prevent possible damage, a landing shall be made at the nearest suitable airport where a safe landing can be effected.

B. In cases where the Captain selects an airport other than the nearest suitable in point of time he or she will, upon completion of the trip, send a written report to the DO setting forth his or her reasons for determining that the selection of an airport other than the nearest was as safe a course of action as landing at the nearest suitable airport. This report should reach the DO no later than the third day following completion of the trip.

C. Within ten days of the incident, the DO will furnish to the Administrator a copy of this report with his or her own comments thereon.

### **Component Failure on Aircraft**

A. When failure of any component of the aircraft materially affects the safety of the flight or if there has been some kind of structural damage (due to bird strike, etc.), the flight crew will assess the damage to the aircraft after the emergency is under initial control. The assessment should include:

- (1) Analyze affected component(s).
- (2) Notify ATC of the situation.

### **Captain's Responsibility**

A. The Captain will obtain the condition of all intermediate fields in the sector, weather conditions in the vicinity of these fields and airway traffic in the area.

B. Notify Maintenance Control. Arrange for direct radio communications between Maintenance Control and the flight if desired.

C. Notify all stations within the area of the flight to stand by for assistance if necessary.

D. If the landing field of the flight is known, contact and make arrangements for all possible assistance to the flight, alerting, if appropriate, the fire department and ambulance service at the field.

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## EMERGENCY OPERATIONS

E. When circumstances permit, the flight should remain aloft until all technical information available pertaining to the failure or malfunctioning of the component part can be obtained from the best source available (or other users of the equipment) and radioed to the captain.

### Security Threats and Procedures - Aircraft En Route

**Note:** This Section applies to a bomb threat or sabotage warning directed against a specific airplane.

A. Upon receipt of a specific and credible threat to the security of a flight, Flight Following shall:

(1) Immediately notify the ground and in-flight security coordinators of the threat, any evaluation thereof, and any countermeasures to be applied. The in-flight security coordinator will notify the flight crew of the threat, any evaluation thereof, and any countermeasures to be applied.

(2) If the warning indicates that a bomb is on board an aircraft, the aircraft should be parked in a remote area and a complete inspection made. If the warning indicates that a bomb will be placed on board and no loading has begun, only the local load will normally be under suspicion. If loading has begun, a complete inspection should be made. If the aircraft is in flight, it should be directed to the first suitable airport where a complete inspection can be conducted.

(3) A complete inspection will be accomplished as follows:

(a) All cargo shall be removed from the aircraft to an isolated area for inspection.

(b) All mail and express shall be turned over to the local post office and express agency.

(4) Flight Followers will take the following action in cases of sabotage threat to a specific Company aircraft which is en route:

(a) Notify the flight Captain, giving all known details of the situation.

(b) Notify the Federal Bureau of Investigation at the office nearest to where the threat occurred. Notify FAA CHDO.

(c) Notify the DO, Chief Pilot or their designee.

(d) Begin a log of the events connected with the sabotage threat.