

Docket No. SA-533

Exhibit No. 2LLL

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

Empire GOM Excerpt

(1 Page)

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GENERAL PROCEDURES

Completion of Non-Normal Cockpit Checklist

Procedures

A. Flight crews are instructed that, in the event of an inoperative or malfunctioning flight control system, if the airplane is controllable, complete only the applicable checklist procedures and do not attempt any corrective actions beyond those specified. In particular, in the event of an inoperative or malfunctioning horizontal stabilizer trim control system, after final determination has been made in accordance with the applicable checklist that both the primary and alternate trim motor systems are inoperative, neither the primary nor alternate trim motor should be activated, either by engaging the autopilot or using any other trim control switch or handle. If checklist procedures are not effective, land at the nearest suitable airport.

Use of Oxygen (121.329, 135.89)

A. Flight crewmembers shall use oxygen according to the following:

- (1) At cabin pressure altitudes above 10,000 feet, up to and including 12,000 feet, oxygen must be used by each member of the flight crew and must be provided for other crewmembers for that part of the flight at those altitudes that is of more than 30 minutes duration.
- (2) At cabin pressure altitudes above 12,000 feet, oxygen must be provided for, and used by, each member of the flight crew and must be provided for other crewmembers during the entire flight at those altitudes.
- (3) When a flight crewmember is required to use oxygen, he must use it continuously except when necessary to remove the oxygen mask or other dispenser in connection with his regular duties.

Approach Preparation

A. Flight crews should prepare for an instrument approach when a visual approach is planned in night VMC, or whenever IMC might be encountered. This procedure does not recommend VFR flight, but assumes IFR flight in VMC, where conditions would allow a visual approach but could put the flight crew in a position where adequate visual reference to safely complete the approach is in question.

B. Approach Chart. Preparation should include having open and readily usable the appropriate instrument approach chart. A precision approach is the best selection; any other approach is the least desirable selection.