

Docket No. SA-533

Exhibit No. 2-RR

**NATIONAL TRANSPORTATION SAFETY BOARD**

**WASHINGTON, D.C.**

Excerpts from Empire Airlines GOM (C208 Icing Restrictions)

(2 Pages)

ATTACHMENT

43



7-9
Date: 11/02/07
Revision: 42

## FLIGHT OPERATIONS – PART 135 CARGO ONLY

### Wet Runway Conditions

A. Great care will be exercised in operations on wet runway surfaces due to possible hydroplaning and resultant increased stopping distances. The C208 nose wheel will hydroplane at 44 kts and the main wheels at 61 kts. When operations are conducted on wet runway surfaces, close adherence to established operating procedures is essential with regards to touchdown point, speed control, use of brakes and reverse where applicable.

### Snow Covered Runways

A. Operations on snow covered runway surfaces must be conducted using great care. The flight crew should be prepared for reduced depth perception, increased stopping distances and, depending on conditions, increased takeoff distances. Under no circumstances will operations be conducted on the runway unless runway edges and adequate reference to the runway centerline can be visibly determined by the flight crew. Runway lights may be used to determine runway edges.

B. Should the crew determine that conditions, either en route or at the departure or destination airport, present a hazard to safe operations, they shall immediately advise Flight Following. The crew will suspend that flight operation until such time as that condition is corrected, unless it can reasonably be expected to be corrected by the estimated time of arrival of the flight. (135.69, .229)

### Icing

#### A. C208 Aircraft May Operate:

(1) When an adverse icing condition is reported or suspected which 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.

(2) When an adverse icing condition en route is reported or suspected, provided the PIC carefully analyzes the situation and provides adequate fuel to enable the use of an alternate route for the safety of the flight.

#### | B. C208 Aircraft *May Not* depart, operate en route, or land:

(1) In freezing rain or freezing drizzle of any intensity or known or forecast severe icing. In conditions for which no Holdover Tables exist.