

Docket No. SA-533

Exhibit No. 2-XX

**NATIONAL TRANSPORTATION SAFETY BOARD**

**WASHINGTON, D.C.**

Excerpts from Empire GOM (Conduct of Non-Revenue Flights / Post  
Accident)

(4 Pages)

ATTACHMENT

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## GENERAL PROCEDURES

(11) Possess the ability to hear and understand oral crewmember commands or instructions.

### Part 91 Non-Revenue Flights

A. Flight operations conducted under Part 91 are non-revenue flights and apply only to:

- (1) Training or check ride flights (see GOM Ch. 14), and
- (2) Operational check flights (see GOM Ch 4 and Ch 14).

B. All other flights are to be conducted under Part 135 for the C208 and under Part 121 for the ATR42/72.

#### Notes:

1. No revenue producing cargo is to be carried on the aircraft during Part 91 operations.
2. Flying under Part 91 does not allow any deviation to the maintenance program for the aircraft. All appropriate Part 135 and 121 maintenance and airworthiness releases must be current for training or checkride flights.

### Carriage of Personal Items

The carriage of personal items on board FedEx aircraft operated by Empire Airlines is strictly prohibited. Only items that are necessary for performing your duties are allowed, to include:

- Flight kit
- Crew baggage, to include:
  - o Appropriate sized food and/or beverage container
  - o Survival kit

Some personal items that are used during layover time may be permitted if they don't jeopardize revenue payload and are calculated in the W&B, to include:

- Reasonably sized items used during the layover for a hobby or sports activity.

Any personal item that does not meet the above criteria is prohibited. This includes personal items that someone else may ask you to carry and applies to revenue and non-revenue flight operations.

If you want to carry an item that is not allowed by this policy you must first obtain permission from the Director of Operations or Chief Pilot.

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## **FLIGHT FOLLOWING PROCEDURES**

**B.** Departure alternates must not be more than one hour (two hours for aircraft with three or more engines) from the departure airport at normal cruising speed in still air with one engine inoperative. Departure alternate airport and weather conditions must meet the requirements of Empire's Operations Specifications.

### **Destination Alternate (121.623)**

**A.** At least one alternate airport for each destination airport will be listed in the flight release.

**B.** For the alternate airport listed in the flight release, the weather reports or forecasts, or any combination thereof for that airport must indicate that the weather conditions will be at or above the alternate airport weather minimum ceiling and visibility values specified in Empire's Operations Specifications for that airport when the flight arrives. (121.625)

**C.** While en route, the Captain shall ensure by way of air-ground voice communication with appropriate facilities, that he or she is in receipt of the most current weather reports and forecasts for the destination and the alternate airports. This current weather information will be used when making a decision to proceed to an alternate airport for landing.

**D.** The aircraft at the weight anticipated at the ETA can be brought to a full stop on 70% of the effective runway length. (121.197)

### **Ferry, Positioning and Training Flights**

**A.** The Captain and Flight Following will coordinate the time of departure and proposed arrival. After completion of the flight the Captain must contact Flight Following and insure they are provided the actual out, off, on and in times.

### **Training/Check Ride Flights**

**A.** Training/check ride flights are not required to be released as a Part 121 Supplemental or Part 135 On-demand flight. The company flight instructor/checkairman will coordinate with flight following and agree that the flight can be safely conducted as to at least the following points:

- (1) Airport(s) to be used and surface conditions,
- (2) Estimated flight time and fuel on board,
- (3) Effect of deferred item(s),
- (4) Weather conditions and NOTAMs,

### FLIGHT FOLLOWING PROCEDURES

- (5) Proposed departure and arrival times,
- (6) For ATR, observer seat occupied by FAA inspector or company pilot.

#### **B. The training captain/checkairman will:**

- (1) File and operate under an IFR flight plan or use company and ATC flight following services as appropriate to weather and airspace conditions,
- (2) Ensure that the aircraft W&B remains within limits,
- (3) Use published weather minimums for takeoff and landing,
- (4) Avoid high speed rejected takeoff training maneuver when braking action less than good or when crosswind or tailwind exceeds 10 knots,
- (5) Avoid in flight maneuvers such as steep turn, stall, unusual attitude or slow flight, when in icing conditions,
- (6) Ensure the appropriate use of normal and QRH checklists and SOPs,
- (7) Count only full stop landings as a flight cycle.

#### **Ferry Flight**

- A. If an aircraft is not airworthy for carriage of revenue but is capable of safe flight, a ferry flight may be conducted to an airport where repairs or corrective action can be accomplished, see GOM Ch.4.
- B. Empire's Ferry Flight procedures (ref. PPM 4-06 and GOM 4-8) must be followed by Flight Following and Maintenance Control prior to recommending the issuance of a ferry permit.
- C. Ferry flights will be conducted as Part 121 for ATR42/72 or Part 135 for C208 flight except that the airworthiness release is substituted by the ferry permit.

#### **Operational Check Flights**

- A. Operational check flights will be conducted as outlined in GOM Ch. 4.

#### **Positioning Flight**

- A. Positioning flights will be conducted using the same operating rules as normal revenue flights; for ATR42/72 – Part 121 Supplemental, for C208 – Part 135 On-Demand.