

ANC25MA018

OPERATIONAL FACTORS

Attachment 9

Bering Air GOM Postaccident Changes

August 18, 2025

BERING AIR

Volume III **GENERAL OPERATIONS MANUAL**

REVISION 90 EFFECTIVE UPON RECEIPT

GOM BULLETIN PACKET

The General Operations Manual Bulletin Packet is issued concurrently with a new General Operations Manual revision to announce and introduce new material.

For changes that occur in policy, procedure, or need-to-know information in between GOM regular revision cycles, the Bulletin Packet may be updated to provide that information in a timely manner.

All applicable bulletins will be compiled in this single document. The updates will be incorporated into the next GOM revision.

Any updated material in this Bulletin Packet supersedes related GOM guidelines and is effective immediately upon receipt by the user.

Thank you for reviewing the updates!

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Bulletin 90-10: Issued 29Mar25 05.29 FLIGHT RELEASE

An update to Bering Air's Flight Release procedure is in effect immediately. We consider this a positive change to operations, and we think that you will find value in the update as Pilots, Dispatchers, and Operational Control. We know change is never easy, but in this business, change will be ever present. Please work together to make the new procedure into the most useful program it can be. Updates will continue as we all grow with the Flight Release tool.

The screenshot displays the Bering Air Flight Release tool interface. The top navigation bar includes links for 'Report Bug', 'Home', 'Other', and 'Admin'. The main content area is divided into several sections:

- Left Sidebar:** A list of airports with their corresponding status and risk levels. The airports listed are OME, UNK, OTZ, RDG, PHO, LUR, KVL, WTK, ORV, IAN, WLK, ABL, and SHG. Each airport entry includes a brief description of the current status (e.g., '10/28 5/5/5 3/21 3/3/3' for OME, '3/3/3 40% ice' for UNK).
- Main Content Area:** A list of flights with columns for flight ID, status, and risk level. The flights listed include N610BA, N190BA, N701BA, N215BA, N996BA, N952BA, N408BA, and N610BA. Each flight entry includes a brief description of the current status (e.g., 'Completed' for N610BA, 'On Hold' for N190BA).
- Right Sidebar:** A section titled 'Captains' listing the names of the pilots assigned to the flights. Below this is an 'Airport Legend' with color-coded risk levels: Green (Low Risk), Yellow (Med Risk), Orange (OC Required), Red (Below IFR), Blue (Missing Report), Purple (Missing Cell/Vis/Altm), Night (Scheduled for Night), Unofficial (Unofficial Weather), and Non-Pilot (Report by Non-Pilot). At the bottom of the sidebar is an 'Alternate Airports' section listing OTZ, OME, UNK, ANC, BET, GAL, and FAI.

Status Board:

Here we manage runway status, unofficial weather reports, risk assessment, personnel on duty, and aircraft available. The system automatically pulls in planned flights from Takeflite and official weather information. Eventually it will display PIREPS and other data. We will add the ability to input out-of-region reports for charter flights as well.

View the Flight:

Each flight has a row of information, color-coded for weather risk assessment. Click on the Flight ID to open the Flight Release, which contains the elements of the initial crew briefing (Aircraft, Crew, Environment, Security/Special Ops). Review the available info and add any desired notes in the various entry placeholders.

Sign the Flight Release:

The current company limits have been programmed into the Flight Release tool. One hour prior to departure, a Dispatcher can sign a low to medium risk flight (green or yellow). If the flight number is not green or yellow, an elevated level of risk is detected, and an OC Manager is required to review the flight and make the decision. After a Dispatcher or OCM signs, the Pilot block is available for signature. This can be done AT ANY TIME convenient during preflight duties. If things change, the release can be delayed, amended, or cancelled. DO NOT depart with an unsigned release. Integrations will come to smooth out this process. If the technology is out of service, revert to verbal authorization for flight as previously allowed.

Flight Into Known Icing Conditions POLICY:

During GOM 05.21 Preflight Information review, OC and pilots will specifically review:

1. the **AAWU 3 HR Icing Forecast** (Foreflight > Imagery > 3HR Icing Forecast), and
2. any **Icing PIREP's** along the route that were given within 1HR of the planned flight.

The AAWU 3HR Icing Forecast is controlling. A contrary PIREP within 1HR of the flight may overrule the AAWU 3HR Icing Forecast. If known icing conditions are expected, OC or the pilot will check the FIKI box in the Flight Release ENVIRONMENT assessment section. An OC release will be required to fly. Adhere to aircraft limitations and PIREP conditions.

When FIKI conditions exist, flights planned in C208 aircraft will be delayed, cancelled, swapped to other aircraft, or possibly released only by OC (not Dispatch). Due to the C208 Type Certificate Data Sheet (TCDS) flight into known icing conditions limitation of 8807lbs, the MGTOW must be reduced so that the airplane will be at or below 8807lbs when it would enter the inflight icing environment, factoring in a fuel burn rate of 7lbs/min. The Aircraft Payload Extender Supplement weights are disregarded during FIKI conditions.

More Information on known icing:

The FAA Chief Counsel defines “known icing conditions” as “circumstances where a reasonable pilot would expect a substantial likelihood of ice formation on the aircraft based upon all information available to the pilot”. The formation of structural ice requires two elements:

1. The presence of visible moisture, and
2. An aircraft surface temperature at or below 0C.

The FAA DOES NOT consider the mere presence of clouds or other forms of visible moisture at temperatures at or below freezing to be conducive to the formation of known ice or to constitute known icing conditions.

Pilots will review possible routes and altitudes and TKS status to avoid ice formation on the aircraft and have an exit plan in mind prior to departure, should icing conditions be encountered beyond the capabilities of the airplane. Typical Bering Air procedures have been very safe for many years. This policy does not allow for scud running, flying at unusually high altitudes, or obnoxiously long, circuitous routings. Discuss any abnormal planned operations and get an OC release for those flights, if they will be operated.

Please continue normal, safe, Bering Air flight operations and always look for opportunities for improvement in your planning and flying.

Pilots will file PIREPS with ATC or FSS when conditions other than forecast are observed. If no ice was forecast but inflight icing is encountered, PIREP it. If ice was forecast but none exists, PIREP it. Flight Release will eventually fetch PIREP's for easy review. The PIREP layer on Foreflight maps is very good for graphical display of where the PIREP occurred.

A copy of GOM 05.29 Flight Release follows. **Orange** text will be updated in the next revision.

Thank you as always for your participation and cooperation with these new procedures.

05.29 FLIGHT RELEASE

Flights are released (approved) for departure in one of the two following ways:

DISPATCH RELEASE	
Release by a Dispatcher or Station Manager	
The Captain and Dispatcher agree that the environmental conditions meet or exceed:	
Weather Source	Official or Agent Report
Ceiling/Vis	500'/2sm or greater
Wind	25kts or less
Icing	No reported or forecast
Airports	Regular Bering Air system airports (C070)
Agreement to operate a flight is indicated by dispatcher and pilot sign-off in Flight Release. If any Dispatch Release requirement is out of range, the Dispatcher and/or Captain will contact the Operational Control Manager on duty to consider an OC Release.	

OC RELEASE	
Release by the Operational Control Manager only.	
The Captain and OC Manager agree that the environmental conditions meet or exceed:	
Weather Source	Date/Time correct, no missing elements for IFR. Unofficial weather may be used for VFR.
Ceiling/Vis – Helicopter	1/2sm, Clear of Clouds
Ceiling/Vis – Airplane VFR	500'/2sm or greater
Ceiling/Vis – Airplane IFR	IFR Visibility Charted Minimums
Wind	Considered, 05.41 LIMITATIONS
Icing	Considered (C208 weight reduction/cancellation)
Airports (Dep/Dest/Alt/TO Alt)	Considered
High Mins, MEL, Other	Considered
Conditions Prohibited for Takeoff	Considered, 07.25 CONDITIONS PROHIBITED FOR TAKEOFF
Agreement to operate a flight is indicated by OCM and pilot sign-off in Flight Release. If any OC Release requirement is out of range, the flight may not be released for departure and should be indicated in Takeflite as “On Hold”, “Cancelled”, or other appropriate status.	

Once enroute, the pilot's applicable VFR/IFR minimums apply to the flight operation.

See **06.27 ENROUTE WEATHER**.

Flight Details

The Flight Details field in Takeflite is used for any flight-related notes. Some codes include:

WX = Weather Hold	MX = Maintenance Hold	LI = Late Inbound Aircraft
PL = Pilot Late	CX = Cargo Delay	FX = Fueling Delay
DI = De Icing Delay	RX = Ramp Conditions	CP = Connecting Pax

Comments, questions, or concerns can be sent to benr@beringair.com or via the **Safety Report**.

Bulletin 90-11: Issued 29Mar25 09.01 WEIGHT AND BALANCE

Clarifying language is needed in in GOM 09.01 to match up with OpSpec A096 and FAA guidance. Though not incorrect, the paragraph is misleading, in that both weighing passengers, as well as asking their weight and adding 10lbs, are considered methods to determine “Actual Weight”. The current paragraph is:

09.01 MANDATORY REQUIREMENTS

(A096)

All company aircraft will be loaded in accordance with 14 CFR Part 91 and the manufacturer’s instructions. For the C208, actual weights of passengers and bags will always be used. Twin-turbine aircraft may use actual or solicited (asked +10lbs) weight for all passengers but must use actual weight for baggage.

The updated paragraph reads as follows:

09.01 MANDATORY REQUIREMENTS

(A096)

All company aircraft will be loaded in accordance with 14 CFR Part 91 and the manufacturer’s instructions. Bering Air uses an Actual Weight Program For All Aircraft, per OpSpec A096, which states that actual weights will be used when determining weight and balance for all aircraft. **There are two methods for determining actual weight:**

1. Weigh each passenger on a scale before boarding the aircraft, or
2. Asking passengers their weight.

When using method 2, Bering Air will add 10 pounds to the asked/volunteered weight to account for clothing. If appropriate, increase this allowance for clothing on certain routes or during certain seasons. If Bering Air believes that the weight volunteered by a passenger is not accurate, make a reasonable estimate of the passenger’s actual weight and add 10 pounds.

Baggage must be weighed prior to departure. In base, this takes place at check in counters. In Bering Air system villages, agents weigh baggage and provide the pilot with a manifest. When that is not available, pilots weigh baggage using scales provided in the aircraft.

Operating Weight Empty (OWE)

When calculating the OWE of the aircraft, each pilot will add up the following items:

1. Basic Empty Weight from the flight tin,
2. Standard Aircraft equipment (60lbs includes survival bag, tailstand, net, scale, and straps)
3. Estimate of TKS fluid weight (20gal/183lb, 11.7gal/107lb)
4. Pilot body weight, plus clothing, flight bag, lunch, thermos, iPad, etc.
5. Second crewmember or jumpseater and their baggage.

Note that the C408 and C212 Load Sheets use an Equipped Empty Weight (EEW) which accounts for the standard aircraft equipment. Additional carried items must be accounted for in the location in which they will be carried, for an accurate weight and balance computation.

Comments, questions, or concerns can be sent to [REDACTED] or via the **Safety Report**.

OVERWATER ROUTES

C208 OVERWATER ROUTES are provided for certain typical flight paths. For routes not provided, use the PREFLIGHT information below to select waypoints and altitudes.

PREFLIGHT:

1. Planning for each day's actual flight path requirements lies with the PIC.
2. The average glide is approximately 12:1, or 2sm horizontal distance for each 1000' AGL.
3. Life vests and life rafts are not required to be carried.

Altitude	Max Distance from Shore
4000'	8nm
5000'	10nm
6000'	12nm
7000'	14nm
8000'	16nm
9000'	18nm
10000'	20nm
11000' (consider Pt135 time limit)	22nm
12000'	24nm
13000' (consider Pt91 time limit)	26nm
14000'	28nm

INFLIGHT:

1. Reference Foreflight Glide Advisor.
2. Operate at an altitude and distance that allows a glide to land in case of engine failure.
3. Pt135: Start a 30 minute timer for time spent **>10,000'-12,000'** (GOM 06.19)
4. Pt91: Start a 30 minute timer for time spent **>12,500'-14,000'** (GOM 06.19)

DESCENT:

1. A **"Standard"** VNV descent is approximately 500fpm.
2. A **"Max"** VNV descent is approximately 900fpm overwater and/or in icing conditions.

EMERGENCY:

1. Monitor winds aloft and always know which shore to glide toward.
2. Pitch for glide speed asap after power loss and accomplish emergency checklists.
3. Consider ice landing, if ice thickness can be reasonably assured.

CESSNA
MODEL 208B 867 SHP
GARMIN G1000

SECTION 3
EMERGENCY PROCEDURES

MAXIMUM GLIDE

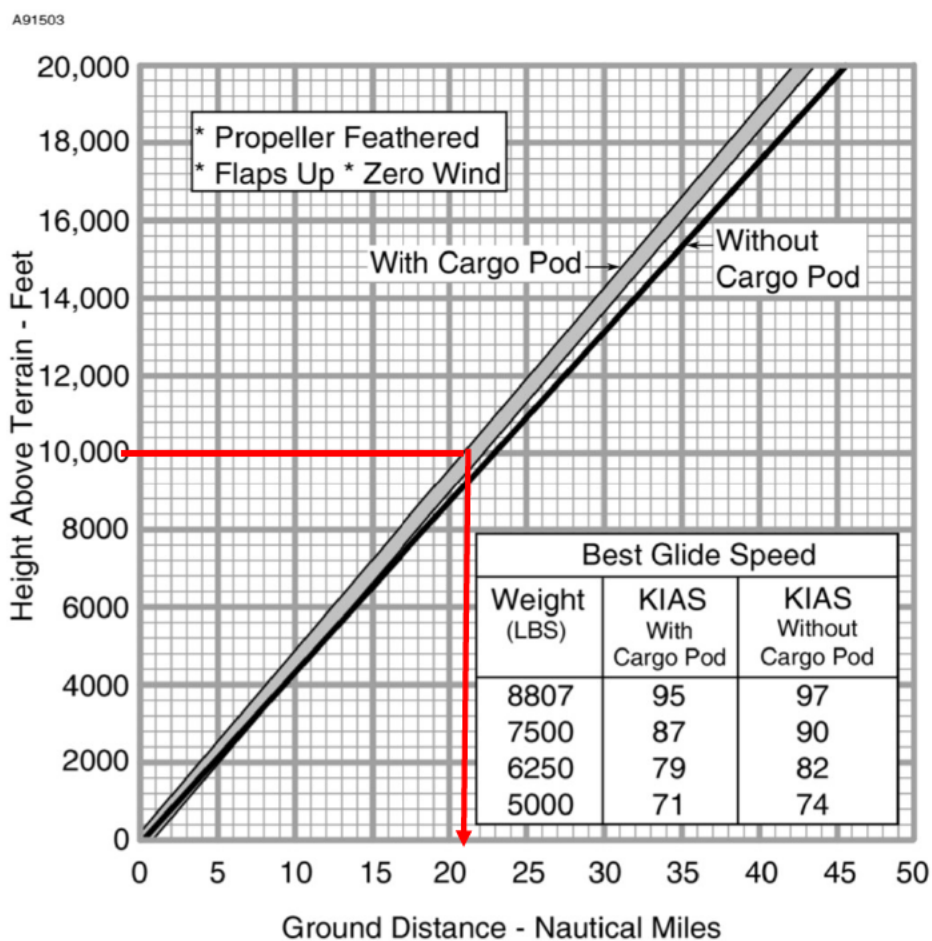
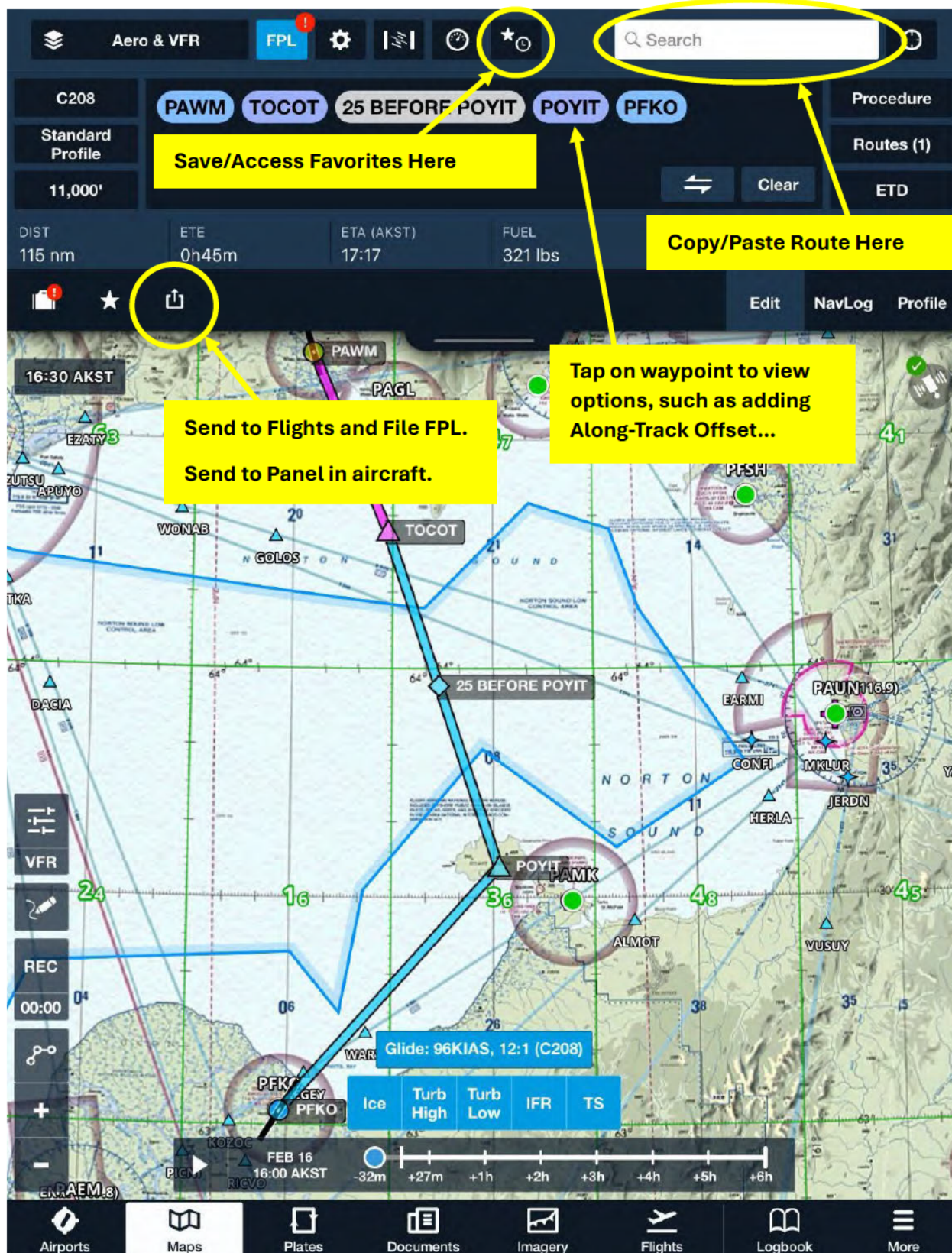


Figure 3-1



UNALAKLEET

OME-UNK ROUTE: PAOM CETPI AHCUIJ FANUB THEPS PAUN

Altitudes: 7000'/7500'/9000'/9500'/11000'/11500'/13000'/13500'

Max distance from shore: 14nm between AHCUIJ and FANUB

Transition: After THEPS, LOC15 via THEPS, RNAV33 via ZOGTA, or RNAV-A via EARM

Descent: Standard 500fpm to cross FANUB/5000 and THEPS/4000

Notes: CETPI for separation from inbound traffic from east. Direct AHCUIJ when able.

UNK-OME ROUTE: PAUN WOLIG AHCUIJ PAOM

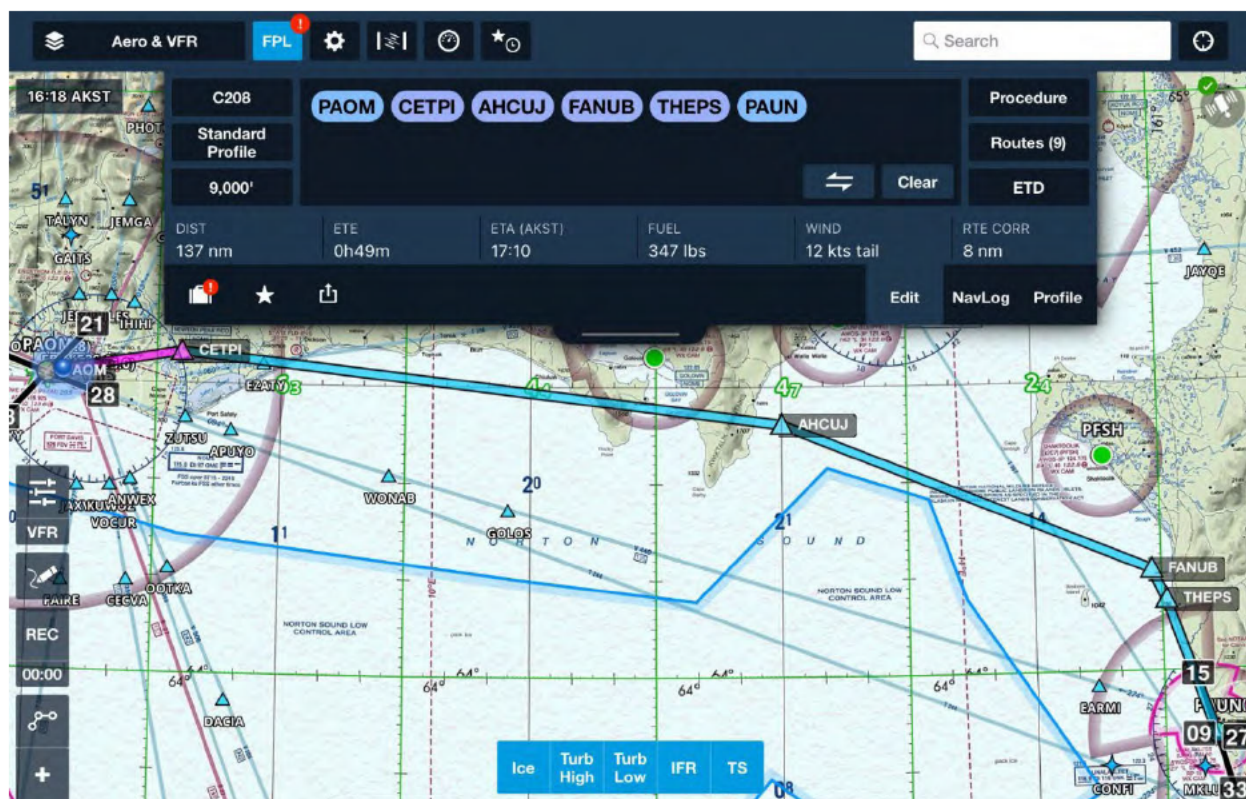
Altitudes: 8000'/8500'/10000'/10500'/12000'/12500'/14000'

Max distance from shore: 15nm between WOLIG and AHCUIJ

Transition: Any approach required

Descent: Standard 500fpm

Notes: from WOLIG direct PAOM if at or above 10000'



SHAKTOOLIK

OME-SKK rwy15 ROUTE: PAOM MEALT PFSH

Altitudes: 5000'/5500'/7000'/7500'/9000'/9500'/11000'/11500'

Max distance from shore: 8nm between abeam PFEL and MEALT.

Transition: RNAV15

Descent: Standard 500fpm to cross MEALT/4000'

Notes: If VMC abeam Elim, direct PFSH, set ATK OFS PFSH/-15nm/4000'.

OME-SKK rwy33 ROUTE: PAOM AHCUJ WOLIG PFSH

Altitudes: 7500'/9000'/9500'/11000'/11500'

Max distance from shore: 15nm between AHCUJ and WOLIG

Transition: RNAV33

Descent: Standard 500fpm to cross WOLIG/5500'

Notes: If VMC after AHCUJ, direct PFSH, consider ATK OFS PFSH/-15nm/4000'.

SKK-OME ROUTE: PFSH PAOM

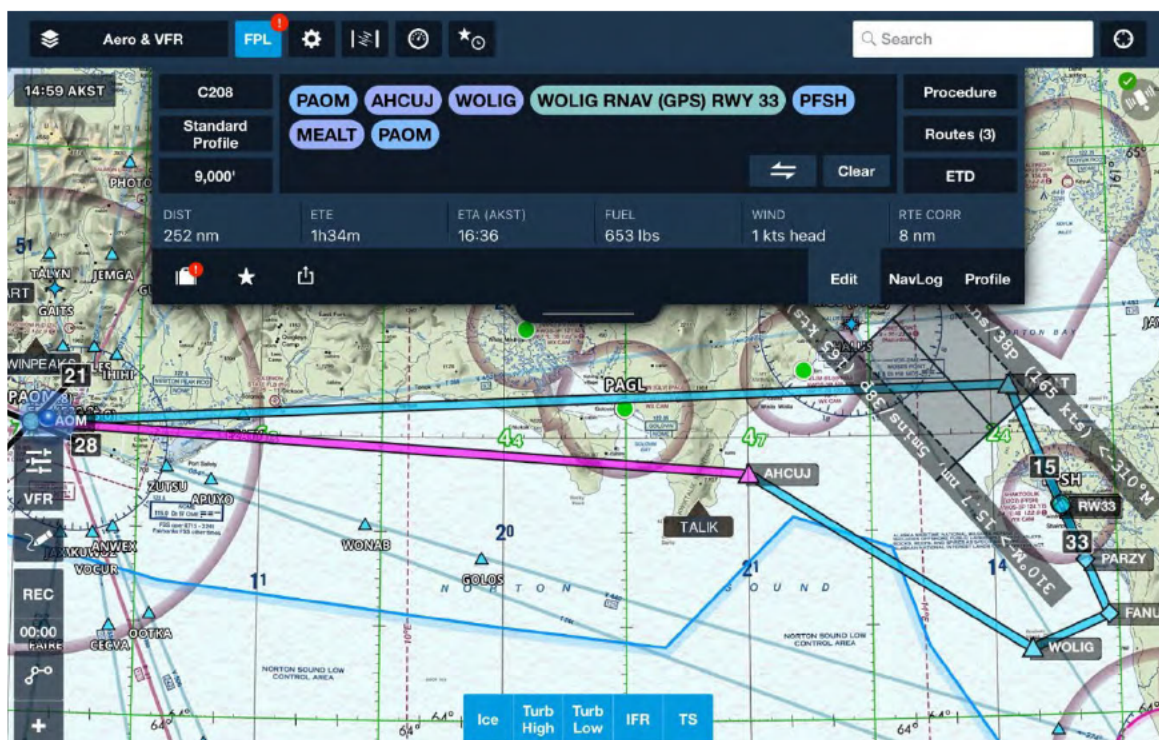
Altitudes: 6500'/8000'/8500'/10000'/10500'/12000'/12500'

Max distance from shore: 13nm between Cape Denbigh and Cape Darby

Transition: Any approach required

Descent: Standard 500fpm

Notes: If lower altitude is required, cross PFSH to MOS at 4500'



STEBBINS/ST. MICHAEL

ROUTES: OME-WBB: PAOM CETPI TOCOT WBB OME-SMK: PAOM CETPI TOCOT PAMK

Altitudes: **11000'/11500'/13000'/13500'**

Max distance from shore: 21nm between TOCOT and WBB/SMK

Transition: 30nm prior to WBB/SMK(64°N), consider direct to IAF or as required

Descent: Set ATK OFS SMK or WBB/-30NM/11000', then direct as required and Max 900fpm

Notes: Consider wide traffic pattern or slower descent GS to avoid steep, late descent.

ROUTES: WBB-OME: WBB TOCOT PAOM SMK-OME: PAMK TOCOT PAOM

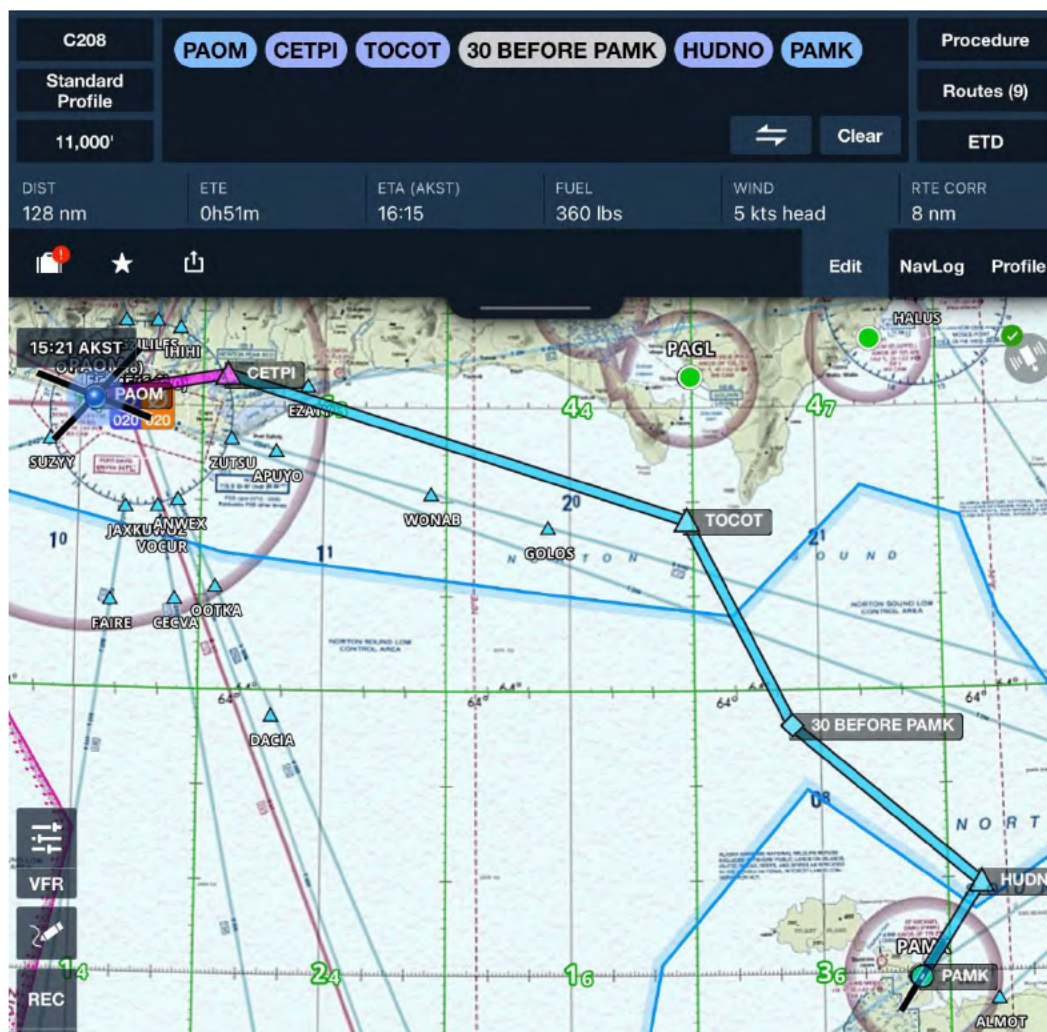
Altitudes: **10500'/12000'/12500'/14000'**

Max distance from shore: 21nm between WBB/SMK and TOCOT

Transition: Any approach required

Descent: Standard 500fpm

Notes: Start 30min timer >10000'(Pt135) or >12500'(Pt91), consider current wind for glide



YK DELTA

ROUTES: OME-YK DELTA: PAOM CETPI TOCOT POYIT ...

Altitudes: **11000'/11500'/13000'/13500'**

Max distance from shore: 21nm between TOCOT and POYIT

Transition: Set ATK OFS POYIT/-25NM/11000', then direct as required

Descent: Standard 500fpm

Notes: CETPI for separation from inbound traffic from east. Direct AHCUI when able.

ROUTES: YK-DELTA-OME: ... POYIT TOCOT PAOM

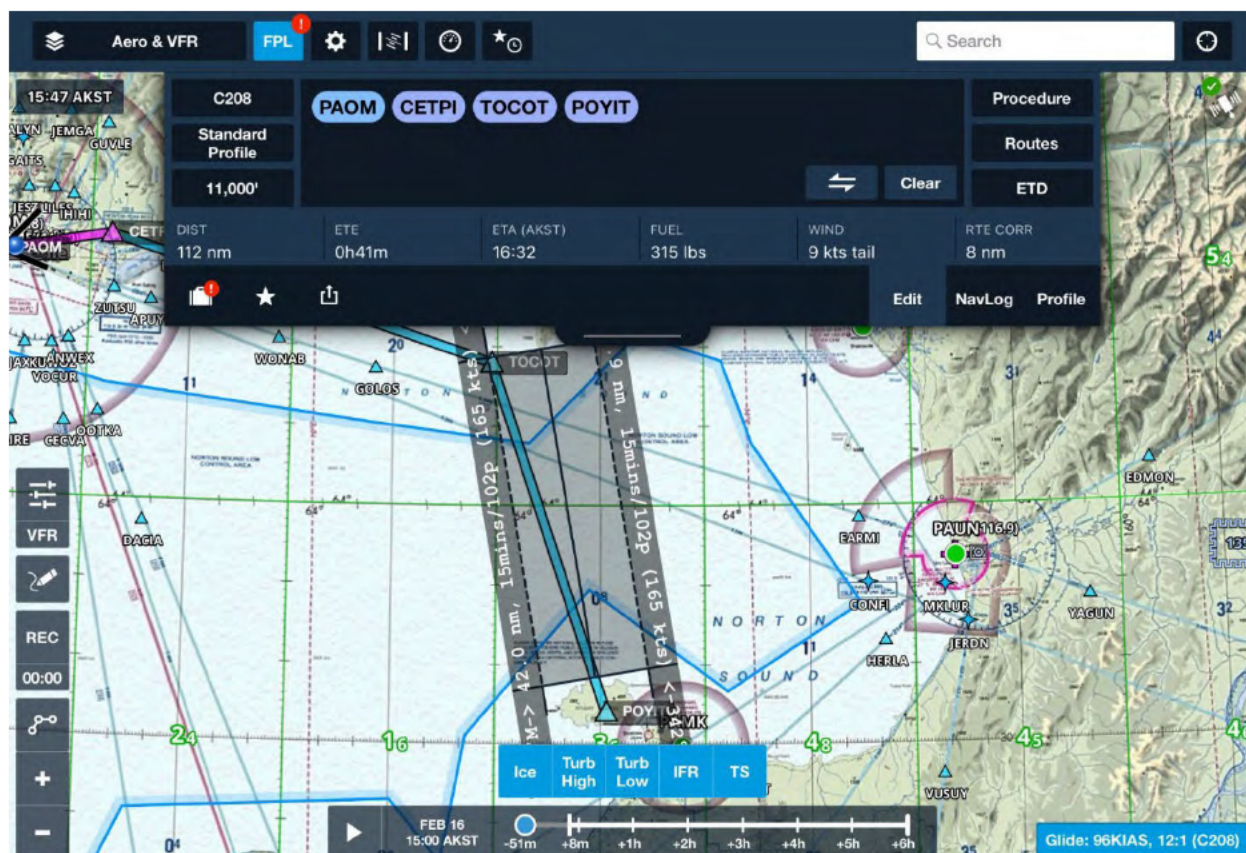
Altitudes: **10500'/12000'/12500'/14000'**

Max distance from shore: 21nm between POYIT and TOCOT

Transition: Any approach required

Descent: Standard 500fpm

Notes: Start 30min timer >10000'(Pt135) or >12500'(Pt91), consider current wind for glide



KOTZEBUE**ROUTES: OME-OTZ(WEST) 09 PAOM HERDU PAOT**

Altitudes: 7500'/9000'/9500'/11000'/11500'/13000'/13500'

Max distance from shore: 15nm

Transition: RNAV09

Descent: Max 900fpm, cross HERDU/6000'

Notes: If VMC 5nm before HERDU, may proceed direct PAOT

ROUTES: OME-OTZ(EAST) 27 PAOM JIKSA LIYRE PAOT

Altitudes: 7500'/9000'/9500'/11000'/11500'/13000'/13500'

Max distance from shore: 10nm

Transition: RNAV27 or other approach required

Descent: Standard 500fpm

Notes: Start 30min timer >10000'(Pt135) or >12500'(Pt91), consider current wind for glide

ROUTES: OTZ-OME(WEST) PAOT ESKAR PAOM

Altitudes: 8000'/8500'/10000'/10500'/12000'/12500'/14000'

Max distance from shore: 14nm

Transition: Any approach required

Descent: Standard 500fpm

Notes: Start 30min timer >10000'(Pt135) or >12500'(Pt91), consider current wind for glide

ROUTES: OTZ-OME(EAST) PAOT JIKSA PAOM

Altitudes: 8000'/8500'/10000'/10500'/12000'/12500'/14000'

Max distance from shore: 13nm

Transition: Any approach required

Descent: Standard 500fpm

Notes: Once at or above 8000', direct PAOM or approach transition

KOTZEBUE (DEERING)

ROUTES: OTZ-DRG PAOT LIYRE NANRE PADE

Altitudes: 3500'/5000'/5500'/7000' (PAOT direct PADE is 175°, CAUTION opposite traffic)

Max distance from shore: 6nm

Transition: Any approach required

Descent: Standard 500fpm

Notes: In VMC, NANRE/3500'. For RNAV approach, cross NANRE/-15/4000', then direct IAF

ROUTES: DRG-OTZ PADE NANRE LIYRE PAOT

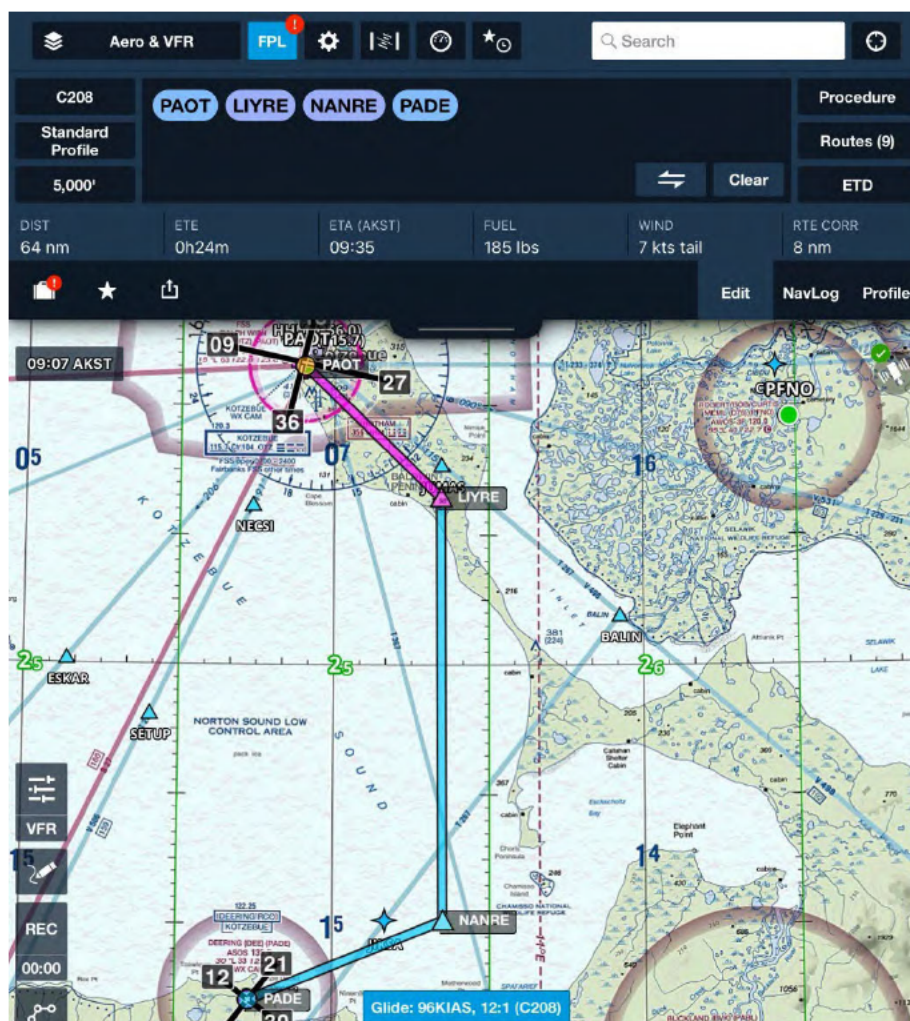
Altitudes: 4000'/4500'/6000'/6500' (PADE direct PAOT is 355°, CAUTION opposite traffic)

Max distance from shore: 6nm

Transition: Any approach required

Descent: Standard 500fpm

Notes: At or above 6000' consider more direct.



KOTZEBUE (SHISHMAREF)

ROUTES: OTZ-SHH PAOT NECSI PASH

Altitudes: 8000'/8500'/10000'/10500'

Max distance from shore: 14nm

Transition: Any approach required

Descent: Standard 500fpm

Notes: At or above 8500', consider direct.

ROUTES: SHH-OTZ PASH NECSI PAOT

Altitudes: 7000'/7500'/9000'/9500'/11000'/11500'

Max distance from shore: 14nm

Transition: Any approach required

Descent: Max 900fpm cross HERDU/6000'. Shallower for RWY27 approaches

Notes: At or above 9000' consider direct.

