

- G. If there is any question by either pilot concerning a clearance, confirmation with ATC is mandatory. Pilots will question each other and the air traffic controllers on any assigned altitude or clearance where there may be any doubt about terrain clearance, traffic interference, etc.
- H. When using the FMS as the primary source of navigation, both flight crewmembers must verify route change inputs prior to execution.

36. POSITIVE TRANSFER OF CONTROLS

- A. A normal, non-emergency transfer of control with the autopilot not engaged will follow the protocol below:
 - 1. PF will state, "You have the controls."
 - 2. The new PF will place his hands on the yoke and state, "I have the controls."
 - 3. The new PM will release the controls.
- B. Transfer of aircraft control when the autopilot is engaged will follow the protocol below:
 - 1. The PF will verbalize the current course/heading and altitude assignment and state, "You have the aircraft."
 - 2. The new PF will state, "I have the aircraft."
- C. When a positive transfer of controls is completed, the former PF should advise the new PF of the current course / heading and altitude assignment.

37. LOST COMMUNICATION PROCEDURES

- A. Fly the cleared route at the last assigned altitude and squawk 7600. If communication failure in VFR maintain VFR and land at the nearest suitable airport. port. Use all available radios, i.e. both VHF and HF, to attempt to re-establish contact. SATCOM/ Flitephones should also be used if available. Any level or speed changes required to comply with the clearance shall be completed with use of TCAS and making all calls in the blind.
- B. If IFR maintain the last assigned altitude until the ETA at the IAP for the approach.

38. APPROACH BRIEFING

- A. The PF will conduct an approach briefing for the planned approach. The approach briefing is ideally conducted prior to the Top of Descent. When a visual approach is anticipated and an approach procedure serves the landing runway (preferably an ILS) the approach will be tuned and used as a backup for the visual approach.
- B. The PF normally transfers aircraft control to the PM during the approach briefing. In addition to the above item, the following should also be addressed in the approach briefing:
 - 1. Approach to be flown and backup approach, if available.
 - 2. Special procedures during the approach, such as circling approach, interception of a radial from an arc, VDP, etc.
 - 3. Altitudes of IAF, FAF, step-downs, sector altitudes, and obstacles.
 - 4. Minimums (DH, MDA), HAT, HAA, and radio altimeter setting.