

WPR22LA251

OPERATIONAL FACTORS

Attachment 10

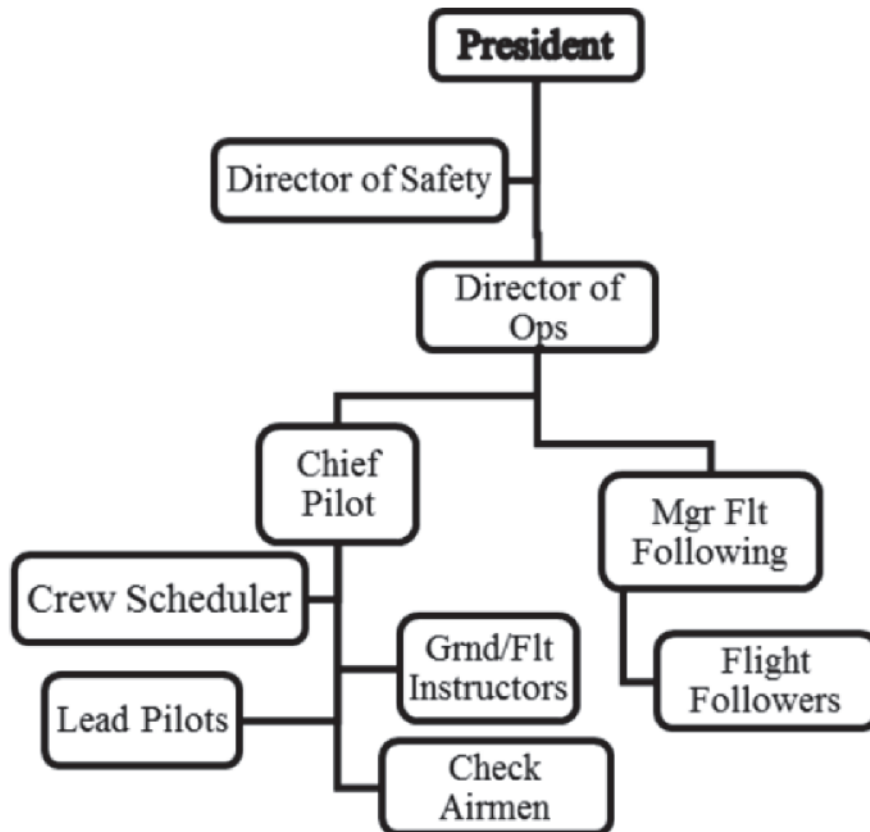
Corporate Air General Operations Manual [Excerpts]

March 15, 2023



Corporate Air Part 135 General Operations Manual

1.20 Organizational Chart Flight Operations





3.30 PREFLIGHT ACTIONS

- a. The crew shall, after arrival at the airport, have the following tasks completed:
 1. An exterior and interior preflight inspection/setup, and ensure the aircraft has the proper amount of fuel for the intended mission, considering weather issues and other known delays.
 2. Review the Aircraft Flight Record for open discrepancies and Deferred Maintenance Items.
 3. Check all pertinent departure/enroute/destination/alternate weather and flight precautions.
 4. Check all departure/enroute/destination/alternate NOTAMs.
 5. Call to Flight Following with the in-position report, fuel on board, and alternate airport, if required.
 6. Have the Before Start Checklist completed.
 7. File VFR or IFR flight plan, if necessary.



3.54 AIRBORNE THUNDERSTORM DETECTION EQUIPMENT REQUIREMENTS

135.175

- a. For the record, in Corporate Air's all-cargo operation, airborne thunderstorm detection equipment is not required by regulation.
1. However, in the event this equipment becomes inoperative, and thunderstorms or other potentially hazardous weather can be expected along the route of the flight, the following actions will be taken by the crew:
- Select a route of flight that will avoid the weather in question.
 - For day operations, select a route of flight to maintain VFR conditions and that allows avoidance of this type of weather visually.
- NOTE:** VFR operations, except specific routes specified in this manual, require the authorization of the Chief Pilot or the Director of Operations.
- iii. Delay the flight until such weather conditions no longer exist along the route of flight.
- A. Advise FF of your intentions.
- iv. Also, for the record, airborne thunderstorm detection equipment is not required for flights conducted solely within the State of Hawaii.

3.55 MOUNTAIN WAVE

- a. Due to the strong mountain wave activity that is prevalent in the Corporate Air route structure, and the severe turbulence that is often associated with these waves, Corporate Air has adopted the following procedure, route specific, for the Cessna 208s.
- b. Route:
- KGTF – KGPI
 - KGPI – KGTF
 - KMSO - KGTF
 - KGTF – KMSO
- c. Procedure: No flight operations will be conducted on the above routes if the forecast winds aloft, at 18,000 feet or below, are in excess of 65 knots. The winds aloft forecasting stations that must be considered are GPI and GTF.
1. This procedure is a limitation and may not be exceeded. Flights in weather condition conducive to mountain wave activity not restricted by this manual remain at the discretion of the Captain.

3.56 REPORTING POTENTIALLY HAZARDOUS METEOROLOGICAL CONDITIONS AND IRREGULARITIES OF COMMUNICATIONS OR NAVIGATION FACILITIES

135.67

- a. The crew has a regulatory obligation whenever they encounter a potentially hazardous meteorological condition or an irregularity in a ground communications or navigational facility in flight, the knowledge of which the pilot considers essential to the safety of other flights, to appropriate ground radio station as soon as practicable.



3.90 GROUND OPERATIONS IN HIGH WIND CONDITIONS

- a. Ground operations in high wind conditions require extreme caution. Proper wind correction with the flight controls must be utilized. The weight of the aircraft also figures into the controllability of the aircraft during high wind ground operations. Care should be taken in avoiding sharp 90-degree turns, trying instead to make an arcing turn, if possible. Using a different taxi route also should be considered. All turns should be planned so as to allow ample room for the aircraft to weather vane if it comes to that. Hard braking on the downwind main tire should be avoided, as this will not allow the aircraft to skid or turn into the wind. Also be alert for the effects of buildings and terrain on and around the airport, as they may increase wind speed significantly by venturi effect.
- b. The following wind limits will apply to all aircraft:
 - 1. No operation will occur if the wind is in excess of 40 knots.
 - 2. Additionally, for the operation of a C208 with a weight less than 7,000 pounds, no operations will occur if the wind is in excess of 35 knots.
- c. The flight crew has full discretion and the responsibility to reduce these values after taking into account the current ramp/taxiway/runway conditions. Any surface contamination (rain, snow, ice) should be taken into consideration, and extreme caution will be exercised at all times when operating in high wind conditions.
- d. CE208 crew entry door shall be secured in the CLOSED and LATCHED position when winds, sustained or gusts, are in excess of 25 knots.