Operations Specifications

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The following presentation gives important information about our

Company Operations Specifications.

If you have any questions about any of the information, please see your instructor.

After you have viewed the presentation, you will be asked to complete a test on the information you have learned.

Thank you for your time and attention.

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General Information

The name of this company is Hyannis Air Service, Inc.

The aircraft we are authorized to operate is the Cessna 402C.

The President/CEO of Hyannis Air Service, Inc. is Dan Wolf.

The Director of Operations (also known as the COO) is Dave Bushy.

The System Chief Pilot is Steve Phillips.

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Air Ambulance Operations

An Air Ambulance Operation is defined as the air transportation of a person with a health condition that requires medical personnel as determined by a health care provider.

Cape Air is not authorized to conduct operations as an Air Ambulance

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ATC Communications

When practical, all flights will maintain communications with ATC. This means that you must get flight following *every time*, unless it is not feasible (ATC won't answer you until you get to Great Point, etc.).

We ARE authorized to operate IFR outside of controlled airspace.

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Navigation

We are authorized for Class I Navigation.

Class I Navigation means that en route operations are within the operational service volume of ICAO standard airway navigation facilities.

We are authorized to use the King KNS-80 and KNS-81 RNAVs for en route IFR navigation only.

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Charter Operations

Hyannis Air Service, Inc. is authorized to operate charter flights.

The following are required to exist at a destination airport in order for us to operate a passenger charter to that airport under IFR:

- An approved instrument approach
- An approved source of weather
- A means for the pilot to obtain traffic advisories

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Charter Operations (Continued)

Our Operations Specifications lists the airports to and from which we can conduct scheduled operations. These are called Regular Use Airports.

If an airport is not on that list, we cannot conduct scheduled operations to/from it. However, we ARE authorized to conduct charter operations to/from airports that are not on our Regular Use list.

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Land and Hold Short Operations (LAHSO)

We are authorized to conduct Land and Hold Short Operations (LAHSO) as long as the following requirements are met:

The LAHSO distance is not less than 3500 feet.

The runway is dry.

The tailwind component on the runway is *less than* 3 knots.

There has been no report of wind shear in the last 20 minutes, or there are no wind shear advisories in effect, as stated in the ATIS.

Night LAHSO can be conducted only where approved LAHSO lighting exists

Examples:

4L to hold short of 33R in BOS

22L to hold short of 27 in BOS

6 to hold short of 15/33 in ACK

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LAHSO Requirements (cont.)

The runway you are landing on *must* be served by either a glideslope or a VASI/PAPI.

If the runway you are landing on is served by a glideslope only (such as 15 or 24 in HYA), the weather minimums for LAHSO are 1500’ ceiling and 5 miles visibility.

If the runway you are landing on is served by a VASI/PAPI, the weather minimums are lowered to basic VFR: 1000’ and 3 sm.

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Approach Information

The approach speed for the Cessna 402C is 87 knots, putting our aircraft in approach Category A.

However, since our approach speed is 120 KIAS, we utilize Category B minimums.

The lowest visibility ILS approach for which we have authorization is ½ SM or RVR 1,800’.

We are authorized to utilize both ASR and NDB approaches.

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Circling Approaches

We are approved for circling approaches.

In order to accept a clearance for an instrument approach with the proviso “plan to circle,” the weather conditions must meet at least IFR landing minimums for circling maneuvers.

We cannot use a circling MDA of less than 450’ HAA or a visibility of less than 1 statute mile for a circling approach.

Circling at a speed higher than 120 knots puts you in category C, so be sure to brief the appropriate part of the IAP chart.

We cannot use a minimum visibility of less than 1½ statute miles for a Category C circling approach.

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Visibility/RVR

TDZ (Touchdown Zone) RVR reports, when available, are controlling for all approaches to and landings on that runway. That means the TDZ RVR overrides the reported visibility.

The mid RVR and rollout RVR (if available) provide *advisory* information. The mid RVR *only* (**not** rollout) can substitute for the TDZ RVR *only if the TDZ RVR is not available.*

We cannot use **visibilities** of less than ½ mile, no matter what the equivalent RVR would be. If the visibility is less than ½ mile, you need an RVR report indicating the appropriate minimum. It is *never* OK to land or take off with a visibility of ¼ mile (or even 3/8 mile) and no RVR report.

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Takeoff Minimums

The primary rule for determining takeoff minimums from is as follows:

If *standard* takeoff minimums apply to our departure runway, then we may depart as long as we have landing minimums for a *suitable* runway at the departure airport

This allows us to depart with less than the standard 1 SM visibility required for an aircraft having two or fewer engines.

We are allowed to reduce the required IFR takeoff minimums to as low as RVR 1800’.

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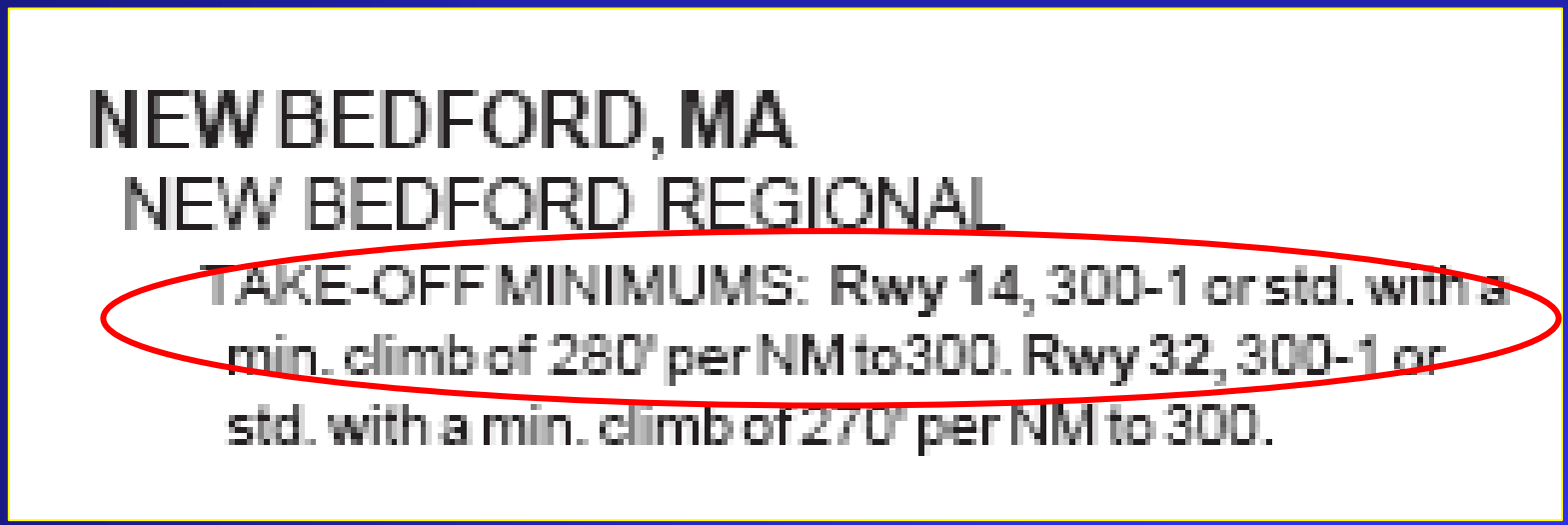
What are the Takeoff Minimums for Runway 14 in EWB?

First check to see if we have standard Takeoff Minimums



NEW BEDFORD, MA

NEW BEDFORD REGIONAL

TAKE-OFF MINIMUMS: Rwy 14, 300-1 or std. with a min. climb of 280' per NM to 300. Rwy 32, 300-1 or std. with a min. climb of 270' per NM to 300.

We do have standard Takeoff Minimums, provided we can meet the climb gradient.

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Takeoff Minimums (continued)

Our OPS SPECS allow us to depart as long as we have landing minimums for a *suitable* runway at the departure airport.

It is important to note that **suitable** is the key word in the above paragraph. Wind, runway contamination, and NOTAMs can all be factors in determining runway suitability.

Watch out for inoperative components of IAPs that raise landing minimums.

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What if the landing minimums are greater than 1SM?

We may depart with the standard 1 SM visibility required under part 91.

However, we cannot depart under IFR from an airport where weather conditions are at or above takeoff minimums but are below authorized IFR landing Minimums unless there is an alternate airport within 1 hour's flying time of the departure airport.

Example: On a charter flight from CQX to LGA under IFR, you can depart with 1 SM visibility, provided you list a takeoff alternate. Ceiling is not a limiting factor.

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Alternate Airport Minimums

This section deals with *what the forecast weather must be at your selected alternate airport at your ETA at the alternate.*

This replaces the “600-2 for precision, 800-2 for non-precision” rule under Part 91.

Airports that have TAFs make the best candidates

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One Navigational Facility

If there is at least one navigational facility at the selected alternate providing a straight in IAP (or circling IAP if a straight-in is not available), you add:

- **400 feet** to the HAT (or HAA) portion of the MDA/DA
- **1 statute mile** to the minimum visibility for that approach.

The result is the ceiling and visibility that you will need to see on your TAF in order to designate that airport as your alternate.

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Two Navigational Facilities

If the selected alternate airport is served by *two different* navigational facilities, each providing a *straight-in* IAP to *two different* ***suitable*** *runways*, you add:

- **200 feet** to the *higher* of the two MDA/DAs (remember to use the HAT number not the MSL number), and

- **½ statute mile** to the *higher* of the two required visibilities.

Note: our IFR alternate airport minimums may be reduced to as low as 400’ ceiling and 1 SM visibility.

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Important Notes for Alternate Minimums

"**Suitable"** is the key word when determining alternate minimums.

Wind, runway contamination and NOTAMs can all be factors in determining runway suitability.

The most important thing to remember is that the same airport may have drastically different alternate minimums from one day to the next, due to changing conditions.

TEMPO conditions on a TAF, as well as current conditions, are regulatory and must meet the above criteria.

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Alternate Minimums Example

You have selected HYA as a potential alternate. The forecast and NOTAMS show that both runways 15 and 24 would be suitable upon arrival at HYA.

- Choose the higher of the two DAs and visibilities.

  In this case, the ILS 24 has both the higher DA and visibility.

  DA = 250’ (HAT).
  Visibility = 1 SM

- Add 200’ to the 250’ HAT for a total of 450’.
- Add ½ SM to the 1 SM visibility for a total of 1 ½ SM.
- Round the 450’ to 500’ (ceilings are only given in hundreds of feet).
- In order to list Hyannis as your alternate, the TAF must show a ceiling of at least 500’ and a visibility of at least 1 ½ SM.

Contact Approach

An aircraft on an IFR flight plan may deviate from the instrument approach procedure and proceed to the destination airport by visual reference to the surface. This is called a Contact Approach

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When can we execute a Contact Approach?

We can execute a contact approach when:

- The destination airport is reporting at least 1 SM visibility ***or*** is at or above the authorized IFR minimum for the category I *non-precision* approach established for that runway – ***whichever is higher.***

  Example: You would need 1½ SM visibility in order to make a contact approach at Chatham (CQX)).

- It is requested by the pilot

- Given ATC Authorization

- We are able to operate clear of clouds with at least 1 mile flight visibility.

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Contact Approach (Continued)

You may begin the contact approach if all the requirements are met. However, you *cannot descend* below the FAF altitude (or the MVA if requested) unless the following conditions are met:

- If you do not have the airport in sight and there is a reported ceiling below your altitude, you may not descend until you are receiving positive course guidance on the IAP serving that runway.
- If you DO have the airport in sight, you can descend provided there is not a ceiling between you and the airport.
- You may not descend below the highest circling MDA for the runway of intended landing until you can descend to touch down within the touchdown zone at a normal rate of descent using normal maneuvers.

Contact Approach Scenario #1

You are en route to Hyannis under IFR. Hyannis is currently reporting a ceiling of 2,000’ with a 2 SM visibility. While being vectored for the ILS at 1,500’, you realize you have the field in sight, and you request the Contact Approach. Can you execute the Contact Approach?

Answer: Yes. You have the airport in sight and there is no ceiling between you and the airport.

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Contact Approach Scenario #2

You are en route to Hyannis under IFR. Hyannis is currently reporting a ceiling of 1,200’ with a 2 SM visibility. While being vectored for the ILS at 1,500’, you recognize landmarks that you believe would allow you to safely navigate to the field. Can you execute the Contact Approach?

Answer: No. You must have the airport in sight before you can descend. It is not enough to just recognize landmarks.

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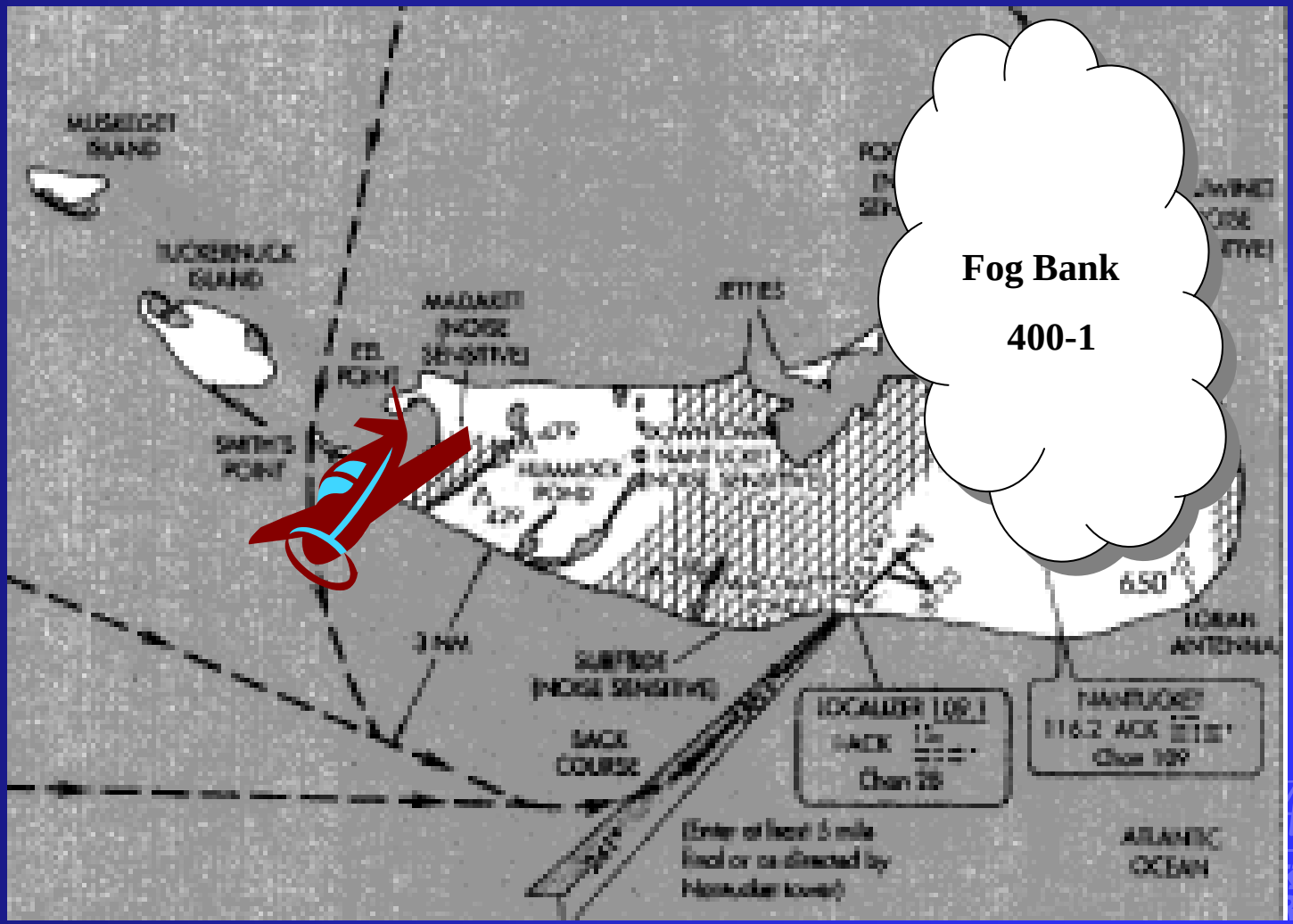
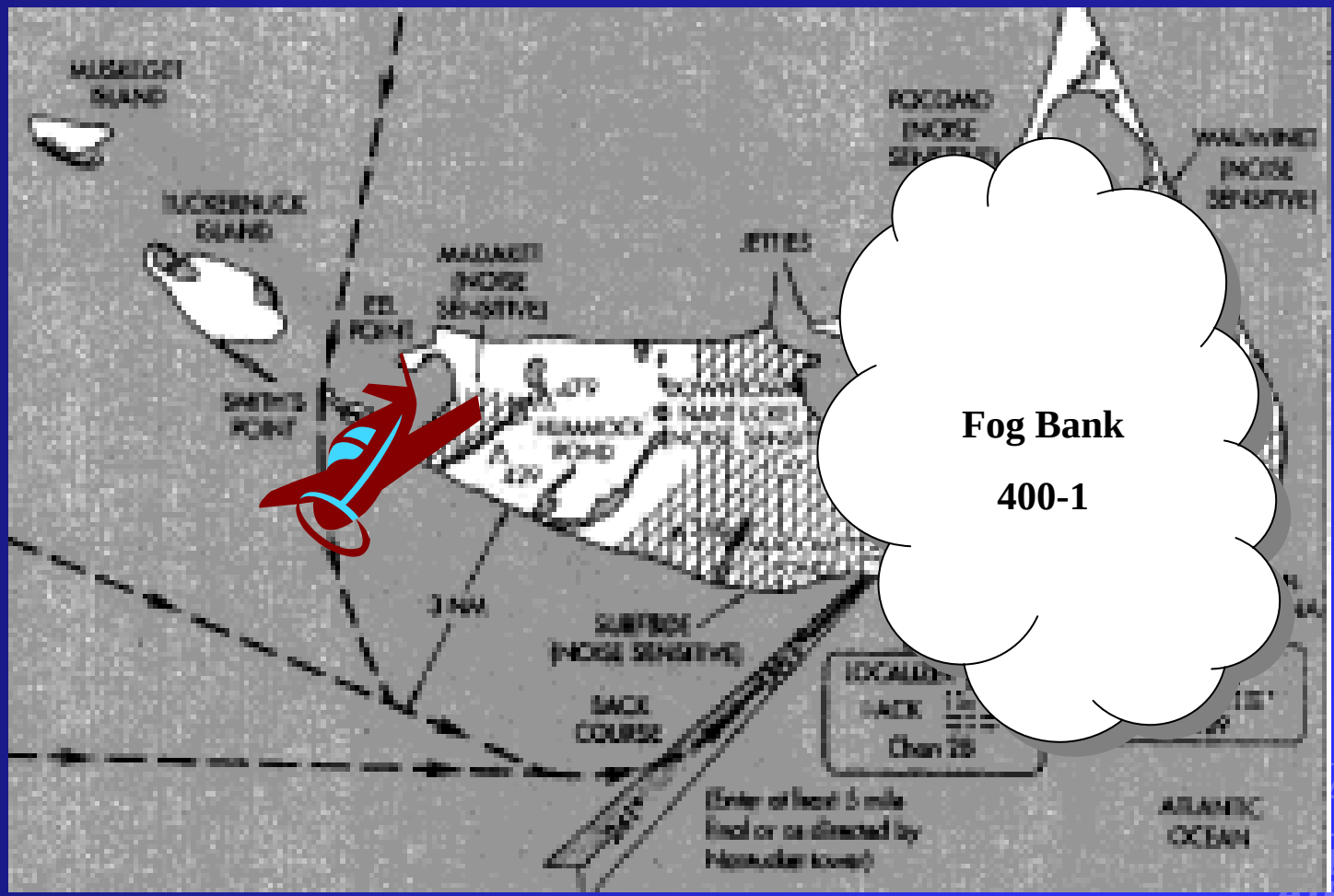
Contact Approach Example #1

The airport is in sight. You can descend, provided there is no ceiling between you and the airport.



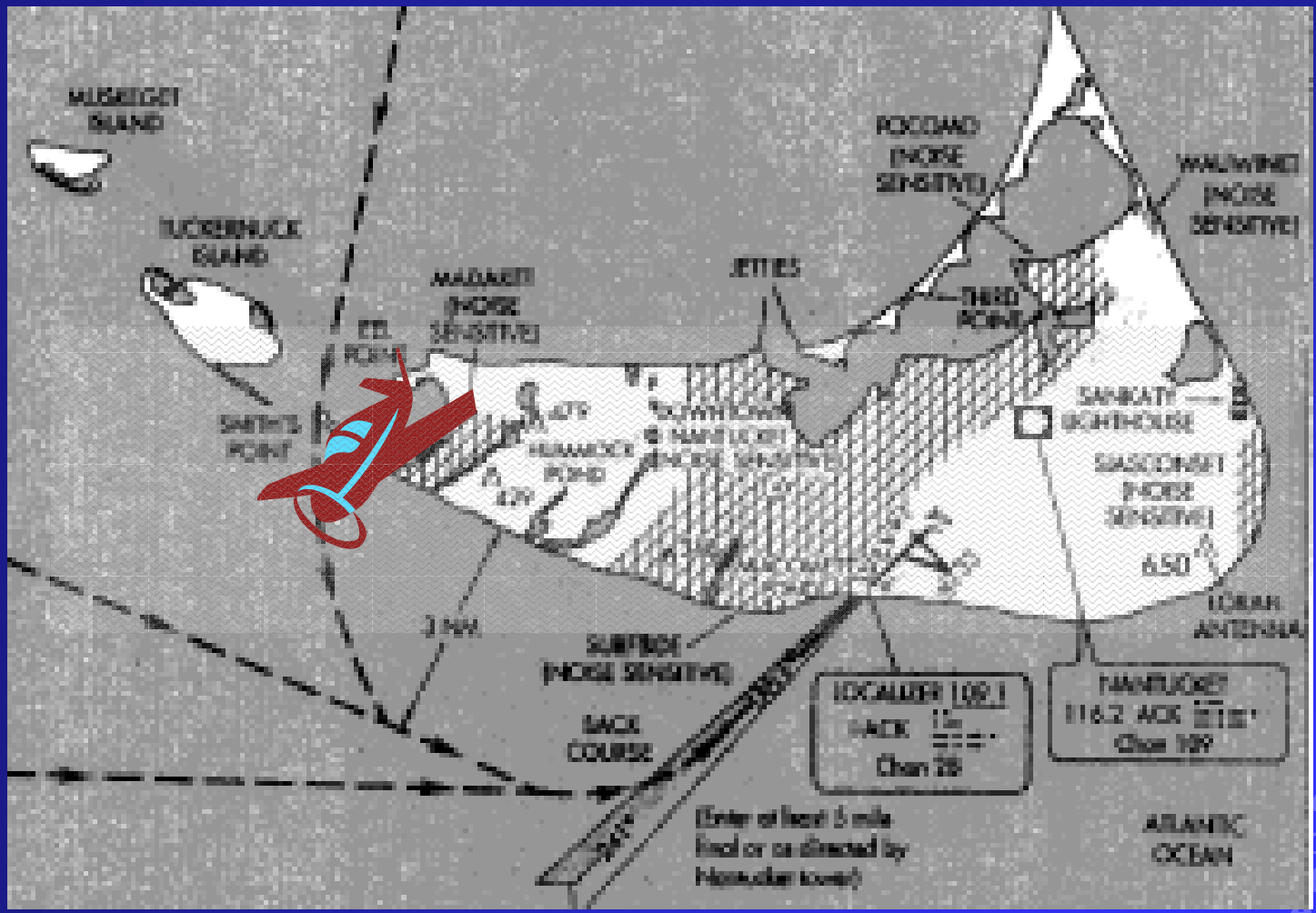
Contact Approach Example #2

The airport is not in sight, and so you cannot descend until you have positive course guidance.



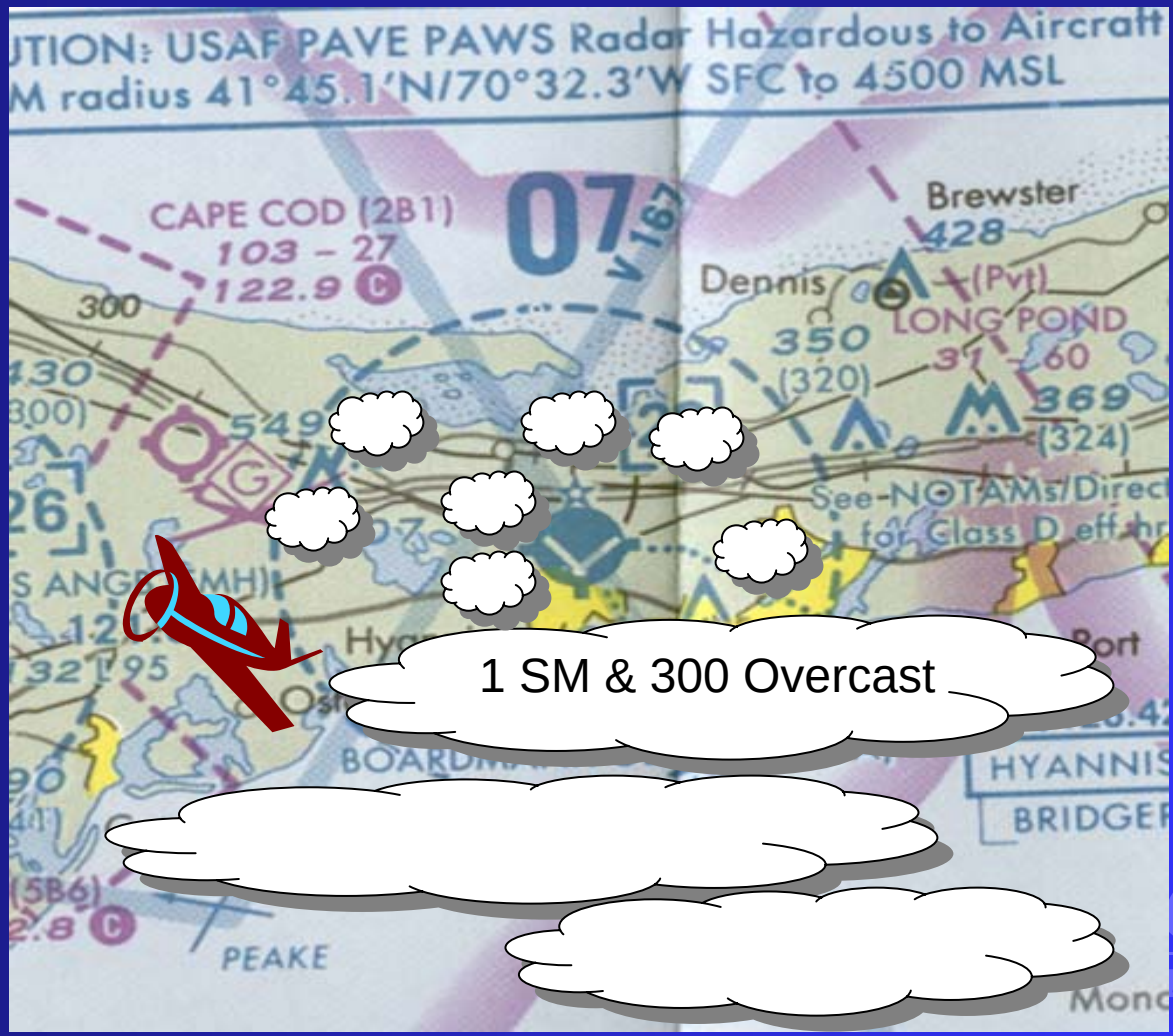
Contact Approach Example #3

The visibility is 2 miles in haze. The airport is not in sight, and so you cannot descend until you have positive course guidance.



Contact Approach Example #4

You can descend because the airport is in sight, and the ceiling is not between you and the airport.



Time Before Overhaul (TBO)

The original TBO was 1800 hours. However, the present TBO for our TCM TSIO-520 VB engines is **2700** hours. (D071)

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Thank you for your attention during this presentation.

Please see your instructor to obtain the test for this module.

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