

MIDCONTINENT AIRLINES



FLIGHT OPERATIONS MANUAL

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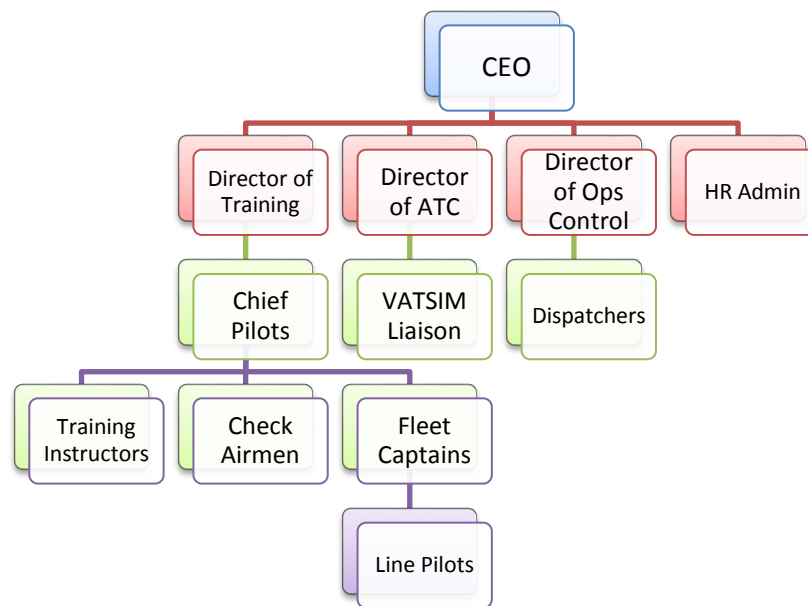
Chapter 1: General

1.0 Introduction

1.1.0 Operational Priorities. MidContinent Airlines will operate with Safety as our top priority. When making operational decisions, the following priorities listed in order of importance are:

- Passenger comfort
- Schedule
- Efficiency

1.1.1 Company Organization Chart



1.1.2 Joint Authority. Captains and dispatchers are jointly responsible for the conduct of company operations as described by this manual.

1.1.3 Probation. All MidContinent Airlines pilots will maintain probationary status until completion of all company required ground and flight training, and for 6 months thereafter.

1.1.4 Time. UTC (Zulu) time is used for all flight operations

1.1.5 Radio Call Sign. Use "MidCon <flight number>" when communicating via radio.

Chapter 2: Regular Operations

2.1 Reporting for Duty

2.1.1 Trip Check-In. Crews are required to check in for their trips via the scheduling page on the company website. Times are logged and crews must be checked in no later than 15 minutes prior to the published OUT time on ACARS. Crews are also responsible for the following items prior to departure:

- Review the website for any company advisories
- Obtain latest aeronautical charts revisions
- Review flight ops bulletins

2.2 At the Aircraft Prior to Departure

2.2.1 Flight Release. All MidContinent Airlines flights require a flight release in accordance with 14 CFR part 121 operations, operated on IFR flight plans with IFR clearances. MidContinent Airlines computerized flight release (referred to as the release) is a combination flight plan and dispatch release. The Captain will verify that the release information is correct prior to departure.

2.2.2 Weather Package. The weather package is included with the flight release. The Captain will verify the weather package includes METAR/TAF for the destination, required alternates, and NOTAMS.

2.2.3 Gate Departure. Flights will push back from the gate no later than scheduled departure time

2.2.4 Early Departure. Early departures up to 10 minutes are authorized when the boarding process is complete and all passengers are verified checked in and on board.

2.2.5 Mechanical Delay. The Captain will advise dispatch when a known mechanical delay exists that may delay on-time departure.

2.3 Takeoff, Departure and Climb

2.3.1 Maximum Thrust Takeoff. To maintain de-rated takeoff capability, MidContinent Airlines is required to demonstrate max-thrust takeoffs once every 30 days or 150 takeoffs, whichever occurs first. The dispatcher will note MAX THRUST DEMO REQUIRED on the release.

2.3.2 Runways Less Than 5,000 feet in Length. Operations on runways less than 5,000 feet in length are authorized subject to Captain/Dispatcher concurrence provided:

- Runway is not contaminated by ice, standing water, slush, wet or dry snow
- There is no tailwind

2.4 Enroute

2.4.1 Arrival Delays. A passenger announcement will be made if the flight is experiencing an arrival delay before landing due to:

- ATC or weather related holding
- Waiting for an available gate after landing

2.4.2 Areas of High Terrain. Operations in areas of high terrain require increased situational awareness. Do not operate the aircraft below minimum published altitudes.

2.6 Approach

2.6.1 Category I Precision Approach. MidContinent Airlines requires dual flight directors or a single flight director and a coupled autopilot for CAT I ILS approaches when visibility is less than 3/4 mile or 4000 RVR.

2.6.2 Special Certification or Special Authorization Required. MidContinent Airlines is authorized to fly approaches containing the note "Special Aircrew & Aircraft Certification Required."

2.6.3 Special Aircrew & Aircraft Authorization/Authorization Required (SAAAR)(AR). MidContinent Airlines is authorized to fly approaches containing the note "Special Aircrew & Aircraft Authorization Required" or, "Authorization Required".

2.6.4 Category II/III Precision Instrument Approach and Landing. MidContinent Airlines is authorized to conduct Category II/III precision instrument approach and landing operations where available.

2.7 Landing

2.7.1 Touchdown. All touchdowns must occur within the touchdown zone

2.7.2 Landing Weight. Dispatch will plan so as not to exceed certificated landing weight limits. The Captain will ensure the actual landing weight is within limits for the intended landing runway length.

2.8 Taxiing and Parking

2.8.1 Cancelling IFR Flight Plan. The Captain will ensure the flight plan is cancelled as follows:

- **Operating Control Tower.** Flight plan is automatically closed upon landing
- **Non-Operating Control Tower.** Initiate cancellation with FSS or other direct communication with ATC.

2.8.2 Marshalling. Unless a self-parking system is used, a marshaller will assist inbound flights to the gate with hand signals using safety wands.

2.8.3 Parking Systems. MidContinent Airlines crews are authorized to utilize self-parking systems at airports that support them. Authorized systems include but are not limited to:

- BOLDS
- Wollard
- Safegate

2.8.4 Portable Airstairs. Airstairs may be used to deplane passengers.

2.8.5 Parking Brakes. Parking brakes must remain on when

- Parked on a slope
- Parked on icy or snow covered ramp
- High or gusty winds are expected
- Requested by ramp personnel

2.8.6 Electrical Power and Air. If ground air and electrical power are available they should be connected by ramp personnel upon arrival. The APU may remain ON only if:

- Ground power is inoperative
- Ground air is inoperative and conditioned air is necessary for passenger comfort

2.9 Post Flight

2.9.1 ON and IN Times. If the ACARS is inoperative advise dispatch OOOI times and fuel.

Chapter 3: Charters/Position Flights

3.1 Definitions

3.1.1 Charter. Any operation for which the departure and arrival times and location are determined by the customer and consist of flights not built into the airline flight schedule

Routine Operation. Any charter flight segment that departs from and arrives at a MidContinent Airlines gate.

Non-Routine Operation. Any charter flight segment that does **NOT** depart from and arrive at a MidContinent Airlines gate.

Position Flight. A flight where an airworthy aircraft is being positioned for revenue service

Supplemental Flight. Charter segments between cities in which either the origin or destination are not listed as "Regular" (R) airports in operations specifications C70. Release remarks will indicate a supplemental operation.

3.1.2 Flight Numbering. Charter flights are identified in the trip pairing by flight number. Charter segments will use flight numbers 4000-4099.

3.1.3 Captain Responsibilities. Captain and First Officer will review any "Special Airport Qualification" pages prior to departing when operating at designated "special airports."

Chapter 4: Non-Normal Operations

- 4.1.1 Captain Emergency Authority.** In an emergency situation, Captains are authorized to take any action necessary in the interest of flight safety.
- 4.1.2 Dispatcher Emergency Authority.** When a dispatcher becomes aware of a situation that could lead to an in-flight emergency, he must immediately advise the Captain.
- 4.1.3 When to Declare an Emergency.** Situations that require declaring an emergency include but are not limited to the following:
- Unable to establish position
 - Aircraft component failure that jeopardizes flight safety
 - Fire or any indication of fire
 - In-flight medical emergency requiring a diversion
 - Remaining fuel supply suggests the need for traffic priority to ensure a safe landing
 - Engine failure
 - Anything not listed above that poses a risk to flight safety
- 4.1.4 Lost Communications.** If communication is lost, continue the flight as follows.
- **Route:** Fly the route as assigned, expected, or filed. If on radar vectors proceed direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance
 - **Altitude:** At the highest of either the assigned, minimum altitude/FL for IFR operations, or expected flight level/altitude for the route segment being flown
- 4.1.5 Engine Failure or Shutdown.** When one engine of a two engine aircraft fails or is shut down in flight, a landing shall be made at the nearest suitable airport in point of time.
- 4.1.6 Diversions.** Non-normal situations may require a diversion and unscheduled landing. Advising dispatch as soon as possible is the best means of coordinating diversion requirements. Dispatch can provide the captain with diversion airport options. Some diversion situations may require an immediate landing. If the nature of the situation permits, the diversion airport should be selected based on the following preference:
- MidContinent on-line (regularly served) station
 - MidContinent Express on-line (regularly served) station
 - Commercial
 - Military
 - Private

Once a decision is made, the dispatcher will provide route and weather information, time and fuel burn to the diversion airport, as well as relay general information regarding ground handling.

Amended Flight Release. If the selected diversion airport is not the designated alternate on the Flight Release, an amended flight release is required.

Minimum Diversion Fuel Policy. The minimum diversion fuel should not be less than the fuel burn to the diversion airport plus reserve.

Diversion Airport Landing Minima. Upon diversion to an alternate, weather must be at or above normal landing weather minima. Alternate weather minima do not apply for landing.

If the diversion airport is an emergency airport and no charts are available, request the necessary approach information from ATC, or the controlling dispatcher prior to commencing the approach. This includes the appropriate decision altitude/height or minimum descent altitude.

Notifying Flight Attendants. The cabin crew should be advised of the diversion airport and ETA as soon as possible.

Notifying Passengers. Passengers should be advised as soon as possible of the diversion and the reason. The captain may delegate this action to the cabin crew in high workload conditions.

4.1.7 Emergency Landing. The FAA does not define “suitable airport” for emergency landing. The captain and dispatcher determine suitability based on all factors relevant to the situation. The nearest suitable airport should provide the highest level of safety while also considering the exposure to non-normal conditions. Factors to consider include, but are not limited to:

- In-flight hazard created by a non-normal situation
- The time to a diversion airport and aircraft performance
- Enroute weather and terrain
- Terminal weather, terrain, and instrument approach facilities
- The number, length, and condition of runways (dry, wet, contaminated).
- Pilot airport familiarity
- Airport NOTAMs
- Facilities for passenger handling
- Crash, fire, and rescue capabilities

4.1.8 Unpressurized Flight. Unpressurized flight is authorized for FAR Part 91 ferry flights from non-maintenance stations to a maintenance station only. MidContinent Airlines will not conduct unpressurized flight operations with passengers on board the aircraft.

****NOTE****

Unpressurized takeoff due to inoperative APU permitted

Chapter 5: Loading and Cargo

5.1.1 Weight and Balance System. MidContinent Airlines utilizes the TOPCAT system for automated weight and balance performance calculation. Standard passenger and baggage weights for scheduled operations are:

- Adult Weight: 185 lbs.
- Child Weight: 75 lbs.
- Domestic Bag: 20 lbs.

5.1.2 Live Animals. MidContinent Airlines accepts dogs and domestic cats as cabin pets only. Live animals are not to be transported in MidCon aircraft cargo bins.

5.1.3 Load Sheet. Loadmasters will provide the captain with a printed load sheet generated by TOPCAT prior to departure.

Chapter 6: Weather and Airfield Operations

6.1 Airfield Operations

6.1.1 Airfield Lighting. Night flights are not authorized to takeoff or land during the period from 25 minutes after official sunset until 25 minutes before official sunrise at an airport where the runway lights are inoperative. CAT II/III Approaches. Not authorized with runway edge lights inoperative

6.1.2 Airfield Surface Conditions. The following defines surface conditions applicable to aircraft operations.

Dry Runway. Less than 25% of the surface area within the reported length and width being used is covered by visible moisture.

Wet Runway. A runway is wet when 25 percent or more of the runway surface area within the reported length and width being used is covered by visible moisture not exceeding 1/8 of an inch.

Slippery Runway. A wet runway with braking action equivalent to Medium/Fair or worse.

Contaminated Runway. A runway is contaminated when more than 25 percent of the runway surface area within the reported length and the width being used is covered by water, frost, slush, or snow greater than 1/8 of an inch, or by any depth of compacted snow or ice.

RESTRICTIONS

Operations will be suspended when accumulations on runway operating surfaces exceed the following amounts:

Precipitation Type	Depth
Dry Snow	Greater Than 2 Inches
Wet Snow / Slush / Standing Water	**Greater than 1/4 inch **

****NOTE****

Operations MAY continue with up to 1/2 inch with the concurrence of both the captain and dispatcher. Wind, runway length, and amount of the surface affected should be considered when making the decision to continue operations.

6.1.3 Runway Condition Assessment Matrix. The following table, the Runway Condition Assessment Matrix (RCAM), identifies the Runway Condition Codes and uses information published by ICAO to correlate runway conditions to estimated braking actions.

Runway Condition Description	Code	Deceleration and Directional Control	PIREP
— Dry	6	--	--
— Frost — Wet: includes Damp and 1/8 inch (3mm) or less depth of water — 1/8 inch (3mm) or less of: <ul style="list-style-type: none"> • Slush • Dry snow • Wet snow 	5	Braking deceleration is normal for the wheel braking effort applied and directional control is normal.	Good
— Compacted snow (OAT-15°C or colder)	4	Brake deceleration or directional control is between good and medium.	Good to Medium
— Wet (runway is reported as “slippery when wet”) — Dry Snow or Wet Snow (any depth) over Compacted Snow — More than 1/8 inch (3mm) of: <ul style="list-style-type: none"> • Dry snow • Wet snow • Compacted snow, OAT warmer than -15°C 	3	Braking deceleration is noticeably reduced for the wheel braking effort applied or directional control is noticeably reduced.	Medium
— More than 1/8 inch (3mm) of: <ul style="list-style-type: none"> • Water • Slush 	2	Braking deceleration or directional control is between medium and poor.	Medium to Poor
— Ice	1	Braking deceleration is significantly reduced for the wheel braking effort applied or directional control is significantly reduced.	Poor
— Wet Ice — Water on top of compacted snow — Dry or wet snow over ice	0	Braking deceleration is minimal to non-existent for the wheel braking effort applied or directional control is uncertain.	NIL

NOTAMS will include the RwyCC’s (for each 1/3 of runway) just after the word FICON. The following example is from 02/25/16 at 1625Z and valid for 24 hours.

ORD RWY 04L FICON **5/3/5** 50PRCT WET, 50PRCT 1/8IN WET SN OVR COMPACTED SN, 50PRCT 1/8IN SL. 1602251625-1602261625

6.1.4 Wind Limitations and Guidance. The following wind limitations and guidance apply.

Crosswind Limitations and Guidance

Condition	Limit	Guidance
Braking Action Good	29G35KT	
CAT II/III Operations	15KT	
Braking Action Medium/Fair		≤ 15KT
Braking Action Poor		≤ 10KT
Braking Action NIL	NOT AUTHORIZED	

Tailwind Limitations and Guidance

Condition: Braking Action Is...	Limit	Guidance
Good	10KT	
Medium		≤ 5KT
Poor		< 5KT
NIL	NOT AUTHORIZED	

NOTE

Calculate all wind limitations using maximum gust factor

6.2 Weather Minima

6.2.1 General. This section covers takeoff weather, enroute weather, destination weather, alternate weather, and approach minima.

6.2.2 High Minimum Captains. A captain is on “high minimums” until he/she has accrued 100 flight hours, not including operational experience for training, as PIC in the current aircraft type.

6.2.3 Landing Minimum Requirements/High Min Captains. High minimum captains are authorized to conduct precision instrument approaches down to published CAT II minima provided the following procedure is applied:

- Approach coupler is operable and used
- Crosswind component less than 15KT

CAT I High Minimums With Required Additives	
<ul style="list-style-type: none"> • Add 100 feet to CAT I DA/MDA, and • Add ½ mile to published visibility or use the following RVR equivalent 	
Published RVR Landing Minima (Feet)	Required RVR High Minima (Feet)
1800	4500
2000	4500
2400	5000
3000	5000
4000	6000

6.2.4 Visibility Conversion. The following table contains commonly used conversion values for visibility.

RVR	
Feet	Statute Miles
1600	1/4
2400	1/2
3200	5/8
4000	3/4
4500	7/8

6.2.5 Standard Takeoff Minimums. Standard IFR takeoff minimums are:

If the aircraft has...	Then standard takeoff minimums are...
Two engines or less	1 statute mile or RVR 5000
More than two engines	1/2 statute mile or RVR 2400

6.2.6 Lower Than Standard Takeoff Minimums. Use the table below for all MidContinent Airlines aircraft types.

If The Runway Has...	Then Takeoff RVR No Lower Than...		
	TDZ	MID	RO
HIRL and CL	500	500	500

6.2.7 Takeoff Alternate. Ensure a takeoff alternate has been designated anytime weather conditions at the departure airport are below the lowest available CAT I approach minimums for the runways in use.

Distance Requirement. The takeoff alternate must be within one hour from the departure airport based on normal cruise speed in still air with one engine inoperative. The following table lists specific engine-out takeoff alternate factors

Aircraft Type	Distance
737	330 nm
777	370 nm
787	370 nm

6.2.8 Destination Weather. Destination weather must be forecast to be at or above the lowest authorized landing minima for the type of aircraft at ETA.

Ceiling Requirement. Ceiling requirements apply for dispatch when:

- **Destination has no instrument approach available.** Forecast ceiling must be at minimum vectoring altitude (MVA) or 1000 feet AGL with 3 miles visibility, whichever is higher.
- **Circle-to-land must be conducted at the destination.** Forecast ceiling must be at charted circling minimums or at 1000 feet AGL with 3 miles visibility, whichever is higher
- **Instrument approach chart specifies a controlling ceiling value.** Forecast ceiling must be at or above the charted ceiling required.

6.2.9 Destination Alternate. An alternate airport is not required to be planned if the weather forecast one hour before to one hour after the ETA will have: (1-2-3 Rule)

- Ceiling: 2,000 feet or higher than the airport elevation
- Visibility: 3 SM or greater

****NOTE****

An alternate may be planned when single runway operations, runway contamination, winds approaching crosswind limitations, or other special considerations exist

Exemption 8684. Under this exemption an alternate airport is not required to be planned if the weather forecast one hour before to one hour after the ETA will have: (1-1-2 Rule)

- Ceiling: 1,000 feet or higher than the airport elevation
- Visibility: 2 SM or greater providing the following conditions are met
 - A CAT II approach is available for the intended landing runway
 - The aircraft remains CAT II capable
 - Thunderstorms are not in the forecast (either main body or conditional) or reported between one hour before to one hour after the ETA

Second Alternate. A second alternate will be planned if the forecast at the destination **AND** first alternate is “marginal”. MidContinent Airlines defines “marginal” as”

- Ceiling: Within 500 feet of landing minimums
- Visibility: Within 1/2 SM of landing minimums

Exemption 3585. This exemption allows the release of a domestic flight based on the main body of a forecast. The conditional portion of the forecast containing such words as “probability”, “temporary”, and “becoming” does not prevent an otherwise acceptable release. Therefore, when a destination airport is conditionally forecasted to be below landing minimums, it is possible to release the flight to the destination using this exemption subject to the following conditions:

Exemption 3585

Forecast	Destination	First Alternate	Second Alternate
Main Body	Must be at or above minimums		
Conditional Language	No less than 1/2 of landing mins for visibility only	No less than 1/2 of alternate mins for ceiling AND visibility	At or above alternate mins for ceiling and visibility

6.2.10 Alternate Weather Minima. Weather minima for IFR alternate airports are based upon the number of navigational aids providing either straight-in precision or non-precision approach procedures at the alternate airport. The following table contains ceiling and visibility requirements for designating an airport as an alternate.

Facility	Ceiling	Visibility
1 Navigational Aid	Add 400 feet to MDA(H) or DA(H), as applicable	Add 1 SM to the landing minimum
2 or more Navigational Aids	Add 200 feet to higher MDA(H) of the two approaches used	Add 1/2 SM to the higher authorized landing minimum of the two approaches used
CAT II	300 feet HAT ceiling	RVR 4000 or 3/4 SM visibility
CAT III	200 feet HAT ceiling	RVR 1800 or 1/2 SM visibility

****NOTE****

IFR weather alternate weather minima are for dispatch planning purposes only. Once committed to an alternate airport as a diversion, it becomes your destination and standard approach minima apply

6.3 Approach Minimums

6.3.1 Approach Restrictions. Do not begin an instrument approach when visibility is reported to be less than 3/4 SM (RVR 4000), unless

- Wet runway required landing distance is available (whether runway is wet or dry)
- Precision instrument runway markings or runway centerline lights are available
- All required airborne and ground equipment are operational
- Winds are within limits (see 6.1.4)

6.3.2 Low Visibility Operations. Approach and landing operations are not authorized when the airport reported visibility is below 1/2 mile (2400 feet/800 meters) unless RVR reporting is available for the runway of intended use and is at or above the appropriate minimum.

6.3.3 Determining Decision Altitude/Height and Alert Height.

- CAT I decision altitude is based on the barometric altimeter
- CAT II decision height is based on the radio altimeter or the inner marker if radio altimeter is not authorized
- CAT III decision/alert height is based on the radio altimeter

6.3.4 Winds. Pilots will obtain wind reports before landing.

6.3.5 Training Flights. Weather and airport minima for training flights are as follows:

- Day: Ceiling 2,000 feet, visibility 3 SM
- Night: Ceiling 3,000 feet, visibility 5 SM
- Runway length: Minimum usable length, 7,000 feet

6.4 Hazardous Weather

6.4.1 Dispatch Policy. Flights will not dispatch or operate through areas of forecast or reported hazardous weather unless these hazards can be avoided by:

- Changing route or altitude
- Delaying takeoff or landing
- Holding
- Landing at an alternate

6.4.2 Clean Aircraft Policy. No aircraft will takeoff when frost, snow, slush or ice is adhering to the wings, control surfaces or other critical surfaces of the aircraft. The following restrictions apply:

Takeoff Not Authorized:

- Hail (GR)
- Heavy Ice Pellets (+PL, PLUSPL, PPL)

Takeoff AND Landing Not Authorized:

- Freezing Rain (FZRA) or Heavy Freezing Rain (+FZRA, PLUSFZRA)

Chapter 7: Maintenance

7.1 Definitions

- 7.1.1 Responsibility.** Flight Operations and Maintenance share in the responsibility for documentation of aircraft discrepancies and corrective actions in the FDML.
- 7.1.2 Airworthiness.** Maintenance ensures all aircraft are released in airworthy condition. The controlling dispatcher will consider inoperable equipment information when dispatching flights.
- 7.1.3 Maintenance Control.** Maintenance Control coordinates with the captain and the controlling dispatcher for aircraft equipment or system malfunctions which may affect release of an aircraft with regard to weather or other operating conditions.
- 7.1.4 Aircraft Maintenance Log (AML).** The AML is the primary record of the aircraft, engines, systems, and components. An electronic AML is accessed and maintained through the MidContinent Airlines web site.
- 7.1.5 AML Discrepancy.** An AML discrepancy entry is required for any failure, malfunction or defect that may affect the safe operation of the aircraft. The captain is responsible for entering information into the FDML and corrective action must be completed prior to the next dispatch.
- 7.1.6 Minimum Equipment List (MEL) / Configuration Deviation List (CDL).** The MEL/CDL Program consists of dispatching airworthy aircraft when certain instruments and equipment are inoperable in accordance with the MEL/CDL. The MEL program allows for the dispatch of an aircraft with inoperative items of equipment for a period of time until repairs can be accomplished. The CDL program allows for the dispatch of an aircraft with certain parts that may be missing providing performance limitations are followed.
- 7.1.7 Tracking Program.** Tracking items are used by maintenance to provide a means of tracking and managing special requirement items. Examples would be a tire within serviceable limits, but may require replacement prior to the aircraft's next scheduled maintenance check, speed tape, and wheel brakes.
- 7.1.8 Use of MEL/CDL Items.** Unless the MEL indicates otherwise, the controls for items on MEL should remain in such a position that the item is "not used" (e.g., OFF, push-button switch not on, etc.). Do not pull circuit breakers to deactivate the item unless directed by the MEL or Maintenance Control.
- 7.1.9 Low Visibility Program (LVP).** Provides guidance for conducting CAT II/III landings. Landing categories are dependent on installed aircraft equipment, crew qualifications, and maintenance procedures. Certain degraded or inoperative aircraft equipment can affect the LVP status of the aircraft. If an inoperative aircraft component affects the LVP status of the aircraft it will be noted with an LVP placard and the restricted category of operations.

7.1.10 CAT II/III Recertification. Aircraft operating in non-CAT II/III status may be recertified by flight crews provided all required equipment is operational. The flight crew will accomplish an airborne checkout of CAT II/III systems by performing a complete instrument approach to simulated CAT II/III minimums on an approved CAT II/III runway. The flight release will contain a request for an airborne CAT II/III recertification following maintenance actions.

Procedure. Accomplish a simulated CAT II/III approach; weather must be at or above CAT I minimums. If weather is better than 800/2 advise ATC an autoland will be conducted. Aircraft must be in trim for normal approach and landing. Leave adequate time to intercept the LOC and glideslope. Airborne equipment must meet the following guidelines/tolerances:

- Indicated airspeed and heading must be satisfactory for normal flare and landing
- If autothrottle is used, air speed must be within 5 kts of stabilized programmed airspeed, but no less than computed threshold speed
- Positioned so the aircraft is within, and tracking to remain within lateral confines of the runway. Maximum ILS deviation is 1/2 dot on glideslope and 1/3 dot on localizer
- Aircraft equipped with autoland systems must show appropriate indications of flare. For aircraft equipped with runway centerline tracking, observe that indications are proper and the aircraft tracks the centerline after landing

When the simulated approach has been completed:

- If successful
 - Log the results in the AML.
- If unsuccessful
 - Log the results in the AML and submit an autoland evaluation form.

7.1.11 Maintenance Ferry Flights. Flight crews may conduct maintenance ferry flights when an aircraft does not meet all applicable airworthiness requirements, but is capable of safe flight to a base where necessary maintenance or alterations can be performed

7.1.12 Electronic Maintenance Ferry Flight Authorization Message. Maintenance ferry authorization requires an electronic message as follows:

“CAPTAIN _____, this is your authorization to ferry aircraft N-_____ from _____ to _____ for the purpose of _____. The aircraft is to be inspected and the logbook signed by a mechanic (possessing a valid FAA Mechanic Certificate with Airframe and Powerplant Ratings, Repairman’s Certificate or, in Canada, a Canadian Maintenance Engineer License and appropriate ratings) with a statement that the aircraft was found safe for ferry flight, Section 8) with following limits:

_____.
List all open placards:

The flight shall be made via airways and the most direct route and limited to essential crew for the flight and their baggage. Authorization expires upon arrival at destination.”

Maintenance Control Duty Manager

7.2 AML Procedures

7.2.1 Review of AML. Prior to the first flight on a particular aircraft, all flight crew members shall review the AML. Upon completion of the review, the Captain will initial the trip log signifying acceptance of the aircraft airworthiness based on the information presented in the AML and visual inspection.

AML review consists of verifying the following:

1. Ensure AML matches the aircraft tail number
2. LVP status
3. Placard status and compliance
4. Each MECHANICAL DISCREPANCY entry has a corresponding MAINTENANCE ACTION entry
 - **Exception: INFO ONLY items**
5. ETOPS status (if applicable)

7.2.2 Logbook Placards

A. Yellow Form LVP Placards. LVP placards in the AML indicate the autoland status of the aircraft. If any LVP placards are active in the AML, the aircraft is not fully autoland capable. The aircraft may require an autoland for CAT II/III recertification (See 7.1.10). Crews should make every effort to complete CAT II/III recertification as soon as practical, time and conditions permitting.

B. White Form MEL/CDL Placard. A white placard is used for MEL or CDL items where continuing or follow-up maintenance action is **NOT** required.

C. Orange Form MEL/CDL Placard. An orange placard is used for MEL or CDL items where continuing or follow-up maintenance action **IS** required. Maintenance is responsible for monitoring the time restrictions and accomplishing required maintenance actions associated with the placard.

D. Green Form Tracking Placard. A green placard is used for all non-MEL tracking items.

7.2.3 AML Entries. All AML entries should be entered by the Captain or by direction of the Captain.

7.2.4 Trip Log. The trip log serves as a record of the Captain's review, acceptance, and completion of documentation within the AML. Date, Flight / Departure Station, and Captain Initials should be entered for each flight.

7.2.5 Mechanical Discrepancy Entries.

- A. All MECHANICAL DISCREPANCY entries except INFO-ONLY items must have a MAINTENANCE ACTION entry prior to aircraft movement for the purpose of flight.
- B. Each MECHANICAL DISCREPANCY entry should be documented separately. Multiple events that are similar with varied locations (i.e. seat covers) may be entered under a single discrepancy

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- 7.2.6 Maintenance Action Entries.** Maintenance is required to complete and sign off in the MAINTENANCE ACTION section of the AML. Maintenance deferrals are normally applied in accordance with the provisions of the MEL or CDL. Other deferral authority may be granted by Tracking placard, or engineering authorization. All deferrals must reference the authority for deferral (MEL/CDL/Tracking)
- 7.2.7 Inflight Verification Check.** Maintenance will request an inflight operational check of an aircraft system(s) through a MECHANICAL DISCREPANCY AML entry. The Captain will respond to the requested in-flight check through a new MECHANICAL DISCREPANCY entry. The Captain's entry should include a brief summary of the check.
- If the check is successful, make an INFO-ONLY entry
 - If the check is unsuccessful, make a regular MECHANICAL DISCREPANCY entry
- 7.2.8 INFO-ONLY (Info to Maintenance).** INFO-ONLY discrepancies are used for relaying information to maintenance for non-airworthiness issues. These are informational only and do not require a MAINTENANCE ACTION.
- 7.2.9 ETOPS Pre-departure Check.** Prior to any ETOPS operation, verify the following:
1. Ensure the label on the cover of the AML states the aircraft is authorized for ETOPS
 2. The aircraft tail number matches the AML
 3. An ETOPS pre-departure check has been recorded in the MECHANICAL DISCREPANCY section
- 7.2.10 ETOPS In-Flight Verification.** Verification must be accomplished on the first flight capable of making the verification, whether or not the first flight is ETOPS, or non-ETOPS.

Maintenance procedures require a minimum of one hour flight time prior to entering ETOPS airspace for any system verification on an ETOPS flight.

Verifications can be accomplished on any of the following types of flights:

1. Functional Check Flight
2. Ferry Flight
3. Non-ETOPS revenue flight
4. ETOPS revenue flight prior to entering the ETOPS portion of the flight

ETOPS system verification will comply with the following procedures:

1. Maintenance will make an entry in the MECHANICAL DISCREPANCY section. e.g. "ETOPS In-Flight verification check required due to left bleed fault"
2. A green tracking placard will also be present
3. Crew will perform ETOPS system validation. If normal system operation is observed with no discrepancies noted, make an in-flight verification AML entry. The recommended entry format is: "PRIOR TO ENTERING ETOPS; IN-FLIGHT VERIFICATION CHECK COMPLETED, NO DISCREPANCIES NOTED"
4. If an ETOPS system cannot be verified as satisfactory before entry into the ETOPS portion of the flight, the aircraft is NOT authorized to enter ETOPS airspace. Contact Dispatch to coordinate a non-ETOPS reroute or a diversion to a maintenance base. In either case a regular MECHANICAL DISCREPANCY entry must be made in the AML.

7.2.11 ETOPS APU In-Flight Starts. For verification of APU in-flight start capability on a non-ETOPS flight, the verification start attempt must be made after a minimum of 2 hours at cruise altitude above FL290.

If verification is to be accomplished on an ETOPS flight, the following procedure may be used if a flight does not have sufficient time to cold soak the APU before entering ETOPS.

This procedure will also mitigate the risk of a diversion if the APU does not start:

- Sufficient fuel to operate the APU for the full duration of the flight must be planned.
- The aircraft will be dispatched with the APU operating.
- Two hours before the top of descent, the APU is shut down to let it cold soak.
- At top of descent, the start attempt is made.
- Results recorded in the AML.

The above procedure should not be confused with the procedures applicable for tracking the APU in-flight start reliability (See paragraph 10.3.5)

7.2.12 Autoland Checks. After completing a satisfactory autoland check, make an INFO-ONLY write up in the AML stating: "Successful autoland check completed". Runway XXX at XXX airport".

If the autoland is unsuccessful due to an aircraft equipment failure, make a regular MECHANICAL DISCREPANCY entry in the AML. Record the results on the autoland evaluation sheet.

If the autoland is known to be unsuccessful due to interference from vehicles or aircraft in the ILS sterile area, no AML entry is required.

7.2.13 Functional Check Flights. At the conclusion of an FCF, make an AML entry describing the checks performed and the results.

7.2.14 Rejected Takeoff. An entry in the MECHANICAL DISCREPANCY section is required for any rejected takeoff above 80 knots. The entry must include aircraft gross weight and the highest speed attained during the RTO.

Chapter 8: Fuel

- 8.1.1 Gate Release Fuel Variance.** A variance of 500 pounds or 1% of the “Gate Release” fuel load (whichever is greater) is allowed.
- 8.1.2 Fuel Below Planned Arrival.** Once dispatched, if the actual fuel consumption is greater than planned, the captain may change speed, route and/or altitude to reduce consumption. Coordinate with the dispatcher to determine optimum route and/ or altitude.
- 8.1.3 Domestic Minimum Fuel Advisory.** If any undue delay cannot be accepted due to fuel status, advise ATC. Declaration of “minimum fuel” with ATC does not establish or imply a need for priority handling, but indicates little or no delay can be accepted.
- 8.1.4 Emergency Fuel Advisory.** Declare emergency to ATC and report fuel remaining in minutes if:
- The estimated fuel on board at landing is below 30 minutes (plus fuel to alternate if required), or
 - The projected fuel supply suggests the **need for traffic priority** to ensure a safe landing.

Chapter 9: Flight Release

9.1.1 Flight Release. All MidContinent Airlines flights require a flight release in accordance with 14 CFR part 121 operations, operated on IFR flight plans with IFR clearances. MidContinent Airlines computerized flight release (referred to as the release) is a combination flight plan and dispatch release.

9.1.2 Methods. MidContinent Airlines will employ the Professional Flight Planning System X (referred to as PFPX) to provide flight planning and release information. The three types of releases are:

- Domestic
- International (Flag Rules 10% Reserve)
- International (Flag Rules 5% Reserve/Ops Specs B343)

9.1.3 Issuing. The dispatcher will enter the flight release data into the MidContinent Airlines network. The captain will retrieve the documents from the “briefing room” section of the MidCon website.

9.1.4 Acceptance. The captain is responsible for coordinating any changes to the release with the dispatcher.

9.1.5 Fuel Load Changes. If the captain desires a change in the fuel load the following procedures will apply:

Increase: The captain may increase the gate release fuel up to 1,000 lbs. without dispatch authorization. Increases above 1,000 require dispatch authorization and an amended release.

Decrease: Decrease of gate release fuel by any amount requires dispatch authorization and release amendment.

9.1.6 Amending. A new or amended release is required when a change is made to:

- Gate release fuel increase above 1,000 lbs.
- Gate release fuel decrease by any amount.
- Destination
- Alternates
- Aircraft Tail Number
- MEL/CDL items

9.1.7 Cancelling. A dispatcher may cancel a release/flight prior to departure

9.1.8 Format: The dispatch release contains the following sections:

- Header
- Special Flight Notifications (Driftdown)
- Alternate
- ATC Flight plan
- FMC Route
- Flight Plan Corrections
- Fuel
- On-Time Analysis
- Remarks
- Aircraft Restrictions / MEL-CDL
- Flight Plan Body
- Takeoff and Landing Performance Data

Header

① - IFR MCA ② 1828/12 ③ 173/N173MC MCI PIT TKOF ④ ALTN FOE DSTN ⑤ ALTN CMH RLS 1
⑥ MIN T/O FUEL 018582 RLS ⑦ FUEL 019350
⑧ TOT BURN 008189 PLAN ARR ⑨ FUEL 010693 ENDUR ⑩ 01/43

- ① Type of flight plan (IFR), flight number (1828)/day of month (12th)
- ② Aircraft tail number (173)/Registration number (N173MC)
- ③ Departure (MCI)/Destination (PIT) airports listed as 3-letter IATA designator
- ④ Takeoff alternate airport, if required (e.g. FOE), listed as 3-letter IATA designator
- ⑤ Destination alternate airport(s), if required, listed as 3 letter IATA designator
***Note*: If two alternates are named, the most distant alternate appears**
- ⑥ Minimum takeoff fuel 18,582 lbs.
- ⑦ Gate release fuel 19,350 lbs.
- ⑧ Total burn: Enroute fuel burn (8,189 lbs.)
- ⑨ Planned arrival fuel: Estimated fuel on board at touchdown.
 - Includes RSV, DISP ADD, ALTN, HOLD, MEL/CDL and EXTRA
- ⑩ Endurance time of the planned arrival fuel

Special Flight Notifications (Driftdown)

①

*** 1 ENGINE INOPERATIVE ENROUTE ALTERNATES ***

*** NOT REQUIRED FOR RAMP WEIGHT AT OR BELOW 145293 LBS ***

** CRUISE ALT MUST BE AT LEAST 18000 FT **

- ① Engine-out information for enroute terrain clearance

Flight Plan Alternate

①

②

ALTN RTE - 18000 - AGC V12 CTW V59 BSV KEATN6

ALTN RTE - 18000 - AGC V12 CTW DCT APE V45 BREMN BREMN4

- ① Flight level to alternate(s)

- ② Route to alternate(s)

Special Flight Notifications

①

②

FPL - PLAN 1 OF 1 - RTE - CTLD CALC RTE/FUEL

- ① Number of flight plans (e.g. 1 of 1)

- ② CTLD CALC: Indicates Dispatcher override of auto-calculation of route selection and fuel

ATC Filed Flight Plan

- ① (FPL-MCA1828-IS
- ② -B738/M-SDE1FGHIJ1RWXYZ/LB1
- ③ -KMCI1800
- ④ -N0460F370 LAKES8 SPI J80 VHP J110 AIR V117 WISKE FEWGA3
- ⑤ -KPIT0124 KCLE KCMH
- ⑥ -PBN/A1B1C1D1L1O1S1 NAV/RNVD1E2A1 DOF/151112 REG/N173MC EET/KZID0038
KZOB0110 KZOB011

① FPL: International teletype for filed flight plan; Company and flight number (Midcon[MCA] flight 1828); IS: IFR flight plan/scheduled operation.

② B738: ICAO 4 character aircraft identifier / M (wake turbulence indicator M=Medium H= Heavy [300k pounds for both U.S. and International]) SDE1FGHIJ1RWXYZ/LB1: Communication and navigation codes as follows:

Radio Communication, Navigation and Approach Aid Equipment and Capabilities ¹ (ICAO Field 10a)			
N	No capabilities (include no other entries if filed)		
S	Standard equipment (VOR, VHF, and ILS)		
and/or (-)			
Suffix Code	Equipment	Suffix Code	Equipment
A	GBAS landing system	K	MLS
B	LPV (APV with SBAS)	L	ILS
C	LORAN C	M1 – M3	Satvoice
D	DME	M1	Inmarsat
E1 – E3	ACARS	M2	MTSAT
E1	FMC WPR	M3	Iridium
E2	D-FIS	O	VOR
E3	PDC	P1-P9	RCP - Reserved
F	ADF	R ³	PBN
G ²	GNSS	T	TACAN
H	HF RTF	U	UHF RTF
I	INS	V	VHF RTF
J1	CPDLC ATN	W	RVSM
J1	VDL Mode 2	X	MNPS
J2 – J7	CPDLC FANS 1/A	Y	8.33 kHz VHF
J2	HFDL	Z ⁴	Other capability
J3	VDL Mode A		
J4	VDL Mode 2		
J5	Satcom Inmarsat		
J6	Satcom MTSAT		
J7	Satcom Iridium		

1 File Field in the order shown (e.g., SDGIRW)

2 Filing G requires a NAV/entry in field 18 including the types of external GNSS augmentation separated by a space

3 Filing R requires a PBN/entry in Field 18 -- see ball note 8 this paragraph

4 Filing Z requires a NAV/,COM/, or DAT/ entry in Field 18

Surveillance Equipment (ICAO Field 10b)	
Suffix Code	Equipment
N	No capability (include no other entries if filed)
	Transponder (file no more than one letter) ¹
A	Mode A
C	Mode A and C
E	Mode S, ACID, altitude, extended squitter
H	Mode S, ACID, altitude, enhanced surveillance
I	Mode S, ACID, no altitude
L	Mode S, ACID, altitude, enhanced surveillance, extended squitter
P	Mode S, altitude, no ACID
S	Mode S, ACID (aircraft ID), and altitude
X	Mode S, no ACID, no altitude
	ADS-B
B1	1090 MHz out capability, <i>or</i>
B2	1090 MHz out and in capability
U1	UAT out capability, <i>or</i>
U2	UAT out and in capability
V1	VDL Mode 4 out capability, <i>or</i>
V2	VDL Mode 4 out and in capability
	ADS-C
D1	ADS-C FANS-1A, <i>and/or</i>
G1	ADS-C ATN

¹ Include items as applicable for transponder, ADS-B, and ADS-C. File "N" only if none of the capabilities are applicable.

PER/Performance Category (ICAO Field 18)	
Categories based on V_{Ref} if specified, or $1.3 V_{SO}$, each at maximum certificated landing weight per CFR 97.3	
Suffix Code	Equipment
A	Less than 91kts IAS
B	At least 91 and less than 121 kts IAS
C	At least 121 and less than 141 kts IAS
D	At least 141 and less than 166 kts IAS
E	Greater than 166 and less than 211 kts IAS
H	Helicopters

- ③ Departure station and proposed gate departure time
- ④ Initial cruise speed in knots (N0460) and flight level (F370) followed by route of flight
- ⑤ Destination airport; estimated time enroute (1 hour 24 minutes); and alternate(s)
- ⑥ Performance Based Navigation codes

PBN/Capabilities - 8 Maximum (ICAO Field 18)			
Suffix Code	Equipment	Suffix Code	Equipment
	Oceanic		RNAV 1 (Enroute/Terminal)
A1	RNAV 10 (RNP 10)	D1	All
L1	RNP 4	D2	GNSS
	RNAV5 (Enroute)	D3	DME/DME
B1	All	D4	DME/DME/IRU
B2	GNSS		RNP 1 (Enroute/Terminal)
B3	DME/DME	O1	All
B4	VOR/DME	O2	GNSS
B5	INS or IRS	O3	DME/DME
B6	LORANC	O4	DME/DME/IRU
	RNAV 2 (Enroute T/Q Routes)		Approach
C1	All	S1	RNP APCH
C2	GNSS	S2	RNP APCH w BARO VNAV
C3	DME/DME		AR Approach
C4	DM/DME/IRU	T1	RNP AR APCH w RF
—	—	T2	RNP AR APCH w/o RF

- ⑥ Date Of Flight (DOF/151112 15th at 1112 Zulu); Aircraft Registration; EET (Estimated Elapsed Time), flying time from departure airport to flight information region (FIR) boundaries

Flight Management Computer Routing

FMS ROUTE KMCI LAKES8 SPI J80 VHP J110 AIR V117 WISKE FEWGA3 KPIT

Flight Plan Corrections

①

RAMP WT P2000 BURN +61
RAMP WT M2000 BURN -72

① Fuel burn corrections (+61 lbs. -72 lbs.) for weights +/- 2000 pounds from planned ramp weight

①

②

③

④

⑤

RWT 145761 PLD 31632 GND:18/:10 CI 65 SKD1800/2005
BIAS 3.0PCT AVG WIND DIR/COMP 264/090 AVG TD P05

⑥

⑦

⑧

- ① Planned ramp weight in pounds (145,761)
- ② Planned payload in pounds (31,632)
- ③ Planned ground time (18 minutes taxi out/10 minutes taxi in)
- ④ Cost index value to enter into FMC
- ⑤ Scheduled departure and arrival times in Zulu (1800/2005)
- ⑥ BIAS: Percentage of trip fuel added to account for aircraft performance degradation
- ⑦ Average wind direction and component for route of flight (From 264 degrees at 90 knots)
- ⑧ Average temperature deviation from standard atmosphere over planned route (P=Plus/M=Minus)

Fuel Summary

1	PLAN ARR FUEL		010693	0143			

2	ENRT BURN	ARPT PIT	FUEL 008189	TIME 0124	FL FL370	DIST 0706	WIND T089

3	RSV		003916	0045			
4	DISP ADD		000500	0004			
5	ALTN	CLE	003688	0032	18000	0165	H034
6	ALTN	CMH	004531	0039	18000	0193	H061
7	HOLD		001196	0015			
8	MEL/CDL		000250				

8	T/O FUEL		018582				

9	TAXI	MCI	000468	0018			
10	TANKER		000000				
11	EXTRA		000300	0004			
12	RLS FUEL	MCI	019350				

- 1 **PLAN ARR FUEL:** Planned arrival fuel on board at touchdown and the endurance time (10,693 lbs.)
- 2 **ENRT BURN:** Enroute fuel burn (8,189 lbs.) from MCI to PIT; Flying time; Flight level; Route distance; Wind component (H=Headwind/T=Tailwind) in knots.
- 3 **RSV:** Reserve fuel: 45 minutes calculated at last planned cruise altitude (3,916 lbs.)
- 4 **DISP Add:** Fuel added by the Dispatcher for airborne operational reasons (500 lbs.)
- 5 **ALTN:** Alternate fuel if required; Time; Cruise flight level to alternate; Distance; Wind component
***Note* If two alternates are specified only the fuel burn to the most distant alternate is included in the takeoff fuel.**
- 6 **HOLD:** Amount of holding fuel calculated at the planned landing weight; Planned hold fuel time (1,196 lbs.)
- 7 **MEL/CDL:** Fuel required for MEL/CDL items (250 lbs.)
- 8 **T/O FUEL:** Takeoff Fuel: Minimum fuel required to be on board at the start of the takeoff run (18,582 lbs.)
- 9 **TAXI:** Planned OUT to OFF fuel and time (468 lbs.); (18 minutes)
- 10 **TANKER:** Fuel carried to minimize fuel uplift in stations with higher fuel costs
- 11 **EXTRA:** Fuel added by the Dispatcher for ground operational reasons (300 lbs.)
- 12 **RLS FUEL:** Amount of fuel require to be on board at pushback (19,350 lbs.)

On-Time Analysis

1	ON-TIME ANALYSIS *****				
		TXO	AIR	TXI	TOTAL
2	SKDBLK	.18	1.37	.10	2.05
3	FLIPLN	.18	1.24	.10	1.52

1 This section compares the scheduled block vs. flight plan time data for taxi-out, airborne, taxi-in and total to determine on-time status

2 **SKDBLK:** Scheduled block time data; TXO: Taxi-out in minutes (18 minutes); AIR: Airborne time (1 hour 37 minutes); TXI: Taxi-in time in minutes (10 minutes); TOTAL: TXO+AIR+TXI in hours and minutes (2 hours 5 minutes)

3 **FLIPLN:** Flight plan time data TXO: Taxi-out in minutes (18 minutes); AIR: Airborne time (1 hour 24 minutes); TXI: Taxi-in time in minutes (10 minutes); TOTAL: TXO+AIR+TXI in hours and minutes (1 hour 52 minutes)

Remarks

1
RMKS/EXTRA FOR EXTENDED TAXI
DISP ADD FOR ENROUTE FL CHG AS REQ FOR RIDE
MEL/CDL FUEL FOR TEST PURPOSES

1 **RMKS/:** Free text remarks by the Dispatcher to include, at minimum, the following comments:

- Reason(s) for DISP ADD fuel
- Transportation of human organs (e.g. MEDEVAC)
- ETOPS rule (International) (e.g. ETOPS 120 MIN RULE)
- ETOPS enroute alternates (International)(e.g. ENRT ALTNS CYYR BIKF EINN)
- Filed track (International)(e.g. FILED NAT D)
- Valid track message indicator (International)(e.g. TMI 257)
- Valid NAT tracks (International)(e.g. TRACKS A THRU C MEET 120 MIN RULE USING YYR/KEF/SNN)

Aircraft Restrictions/MEL-CDL

1 ACFT RESTR -NONE

2 MEL/CDL ITEMS -NONE

1 Dispatcher notes for aircraft altitude or airspeed performance restrictions

2 Open MEL or CDL items will appear in this section

Flight Plan Body

		①	②	③	④	⑤	⑥	⑦	⑧	⑨
TO		LAT	LONG	MC	MK	GS	TMP	SD	ST	SB
⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱	⑲	⑳
IDENT	FL	WIND	WCP	MH	TRR	TAS	I	TLDR	TTLT	TTLB

SPINNER		N3950.4	W08940.7	083	790	564	-49	0082	0009	0008
SPI	FL370	260/104	T104	083	32	461	1	0467	0031	0052

- ① **LAT:** Latitude coordinate (N3950.4)
- ② **LONG:** Longitude coordinate (W08940.7)
- ③ **MC:** Magnetic course in degrees (083)
- ④ **MK:** Mach number in .005 increments (.790 Mach)
- ⑤ **GS:** Ground speed in knots (564)
- ⑥ **TMP:** Temperature at altitude in degrees Celsius (-49)
- ⑦ **SD:** Segment distance in nautical miles (82 nm)
- ⑧ **ST:** Segment time in hours and minutes (9 minutes)
- ⑨ **SB:** Segment burn in hundreds of pounds (800 lbs.)
- ⑩ **IDENT:** Navigation fix (SPI/SPINNER), top of climb (TOC), top of descent (TOD), or airports
- ⑪ **FL:** Flight level/altitude (FL370)
- ⑫ **WIND:** Wind (direction and speed) at this fix (260 at 104 knots)
- ⑬ **WCP:** Average wind component in knots for this segment (Tailwind 104 knots)
- ⑭ **MH:** Magnetic heading in degrees (83°)
- ⑮ **TRR:** The highest actual terrain in hundreds of feet between route waypoints (3200 feet)
- ⑯ **TAS:** True airspeed in knots (461 knots)
- ⑰ **I:** Shear Value/Turbulence potential (higher values indicate greater potential for turbulence)
- ⑱ **TLDR:** Total distance remaining in nautical miles (467 nm)
- ⑲ **TTLT:** Total accumulated time in hours and minutes (31 minutes)
- ⑳ **TTLB:** Total accumulated fuel burn in hundreds of pounds (5200 lbs.)

Takeoff/Landing Performance

- ① ** TAKE-OFF DATA KMCI 27 **
- ② COND: 145293 LB // RWY DRY // +8°C Q1017 300/12 // LMT: CLIMB
- ③ CONFIG: FLAPS 5 // D-TO2 +32C // A/I OFF // A/C ON
- ④ SPEEDS: V1=141 VR=141 V2=146
- ⑤ ENG OUT: NONE
-

- ① Takeoff data for departure airport (KMCI) and planned runway (Runway 27)
- ② **COND:** Conditions; Planned takeoff weight in thousands of pounds (145,293); Runway condition (DRY); Planned temperature (8° Celsius); Planned altimeter setting (QNH/Q1017); Planned wind direction and speed (300 at 12 knots); LMT: Most restrictive performance limitation (Climb)
- ③ **CONFIG:** Configuration; Takeoff flap setting (Flaps 5); De-rated takeoff power setting (D-TO2) and assumed temperature (32° Celsius); Engine anti-ice configuration (A/I OFF); Pack configuration (A/C Packs ON)
- ④ **SPEEDS:** V-Speeds as required
- ⑤ **ENG OUT:** Special engine-out procedures as published
-

- ① ** LANDING DATA KPIT 28R **
- ② COND: 137104 LB // RWY DRY // +15°C Q1001 210/14 // LMT: STRUCT
- ③ CONFIG: FLAPS 30 // A/I OFF // A/C ON
- ④ SPEEDS: VREF=145 VAPP=152
- ⑤ ENG OUT: RT TO 'EWC' 115.80 (182 INBD,RT)
-

- ① Landing data for arrival airport (KPIT) and planned runway (Runway 28R)
- ② **COND:** Conditions; Planned landing weight in thousands of pounds (137,104); Runway condition (DRY); Planned temperature (15° Celsius); Planned altimeter setting (QNH/Q1001); Planned wind direction and speed (210 at 14 knots); LMT: Most restrictive performance limitation (Structural)
- ③ **CONFIG:** Configuration; Landing flap setting (Flaps 30); Engine anti-ice configuration (A/I OFF); Pack configuration (A/C Packs ON)
- ④ **SPEEDS:** VREF and VAPP Speeds as required
- ⑤ **ENG OUT:** Special engine-out procedures as published
-

9.1.9 International Fuel Summary Format

1	PLAN ARR FUEL	007344	0123				
2	ENRT BURN	ARPT MIA	FUEL 011572	TIME 0219	FL FL380	DIST 0986	WIND T002
3	E/RSV		001027	0014			
4	RSV		001966	0030			

- 1** Same as Domestic
- 2** Same as Domestic
- 3** **E/RSV:** Required enroute reserve fuel calculated at 10% of the total flight time from departure to destination (1,027 lbs.) and endurance time in minutes (14 minutes)
- 4** **RSV:** Reserve fuel: 30 minutes calculated at 1500 feet above field elevation, holding speed, at planned landing weight

Note: Verification of E/RSV can be accomplished by calculating the total number of enroute minutes, rounded to the nearest minute (e.g. enroute time 2 hours 19 minutes = 139 minutes x 0.10 = 13.9 rounded to 14 minutes)

9.1.10 International Fuel Summary Format - Straight Dispatch B343

1	PLAN ARR FUEL	032131	0207				
2	ENRT BURN	ARPT FCO	FUEL 105381	TIME 0657	FL FL350	DIST 3753	WIND T071
3	E/RSV	5.0 PCT	004668	0021			
4	RSV		006734	0030			

- 1** Same as Domestic
- 2** Same as Domestic
- 3** **E/RSV 5.0 PCT:** Required enroute reserve fuel calculated at 5% of the total flight time from departure to destination (4,668 lbs.) and endurance time in minutes (21 minutes)
- 4** **RSV:** Reserve fuel: 30 minutes calculated at 1500 feet above field elevation, holding speed, at planned landing weight

Note: Verification of E/RSV 5.0 PCT can be accomplished by calculating the total number of enroute minutes, rounded to the nearest minute (e.g. enroute time 6 hours 57 minutes = 417 minutes x 0.05 = 20.85 rounded to 21 minutes)

**9.1.11 International Fuel Summary Format – B043
Reserved**

**9.1.12 International Fuel Summary Format – B044 Redispach
Reserved**

9.1.13 Flight Plan Body – ETOPS

The body of the flight plan will display ETOPS entry and exit point (EEP/EXP), and Equal Time Point (ETP) locations.

Quick reference ETOPS entry and exit data is provided on the flight plan immediately following the On-Time Analysis section

```
ETOPS ENTRY (CYQX) 234 NM BEFORE 5440N N53 26.9 W046 31.7 EET 02:41
ETOPS EXIT (EINN) 10 NM BEFORE 5520N N55 00.7 W020 17.8 EET 04:24
```

```
-----
53N050W N5300.0 W05000.0 088 830 559 -52 0091 0010 0024
5350N FL350 234/080 T078 090 10 481 2 2602 0227 0458
-----
```

```
CYQX N5326.9 W04631.7 097 829 546 -52 0128 0014 0035
*EEP FL350 248/066 T066 099 10 481 2 2474 0241 0492
-----
```

```
54N040W N5400.0 W04000.0 099 828 526 -53 0234 0026 0065
5440N FL350 263/046 T046 099 10 479 2 2239 0307 0558
-----
```

```
CYQX/BIKF N5407.8 W03904.3 095 829 526 -53 0034 0004 0009
*ETP 1 FL350 266/046 T046 093 10 479 2 2206 0311 0567
-----
```

```
55N030W N5500.0 W03000.0 095 827 537 -54 0320 0036 0089
5530N FL350 299/075 T060 089 10 477 2 1885 0347 0656
-----
```

```
BIKF/EINN N5505.2 W02657.5 101 828 537 -55 0105 0012 0028
*ETP 2 FL350 306/086 T060 094 10 477 3 1781 0359 0683
-----
```

```
EIKN N5500.7 W02017.8 102 825 550 -54 0229 0025 0061
*EXP FL350 313/103 T075 094 10 475 6 1551 0424 0744
-----
```

```
55N020W N5500.0 W02000.0 104 825 551 -54 0010 0001 0003
5520N FL350 313/103 T075 097 10 476 6 1541 0425 0747
-----
```

9.1.14 Equal Time Point (ETP)

A flight plan equal time point (ETP) is a dispatch-only function to determine flight plan ETOPS legality. Once airborne, Dispatch may adjust enroute alternate airports based on changing weather conditions.

The ETP sections on the flight plan display distance, time, and fuel to an alternate airport, as well the times each enroute alternate must be suitable (i.e. weather must be above landing minimums and no active NOTAMs degrading the airport capability)

ETOPS ALTNS WX/NOTAM SUITABILITY PERIOD
CYQX (03:11-04:06)
BIKF (04:06-04:39)
EINN (04:39-04:41)

ETP / SUITABLE ENROUTE ALTERNATE DATA

- ① MEETS 120 MINUTE AREA OF OPERATIONS RULE
- ② ***FULL ICE 120 MIN/320 KIAS***
- ③ ONE ENGINE OUT
ETP FOR CYQX/BIKF N54 07.8 W039 04.3 0311 FROM JFK
- ④ ETP / FOB 84231 CRITICAL FUBO 35340
- ⑤ ENG OUT TIME FROM ETP 0125 DESC 1EO84/320 CRUZ 1EO320 FLVL 317
- ⑥ TO CYQX N48 56.2 W054 34.1 DIST 654 NM WC HD047 TT 248
TO BIKF N63 59.1 W022 36.3 DIST 778 NM WC TL037 TT 034

ONE ENGINE OUT
ETP FOR BIKF/EINN N55 05.2 W026 57.5 0359 FROM JFK
ETP / FOB 72669 CRITICAL FUBO 29831
ENG OUT TIME FROM ETP 0110 DESC 1EO84/320 CRUZ 1EO320 FLVL 317
TO BIKF N63 59.1 W022 36.3 DIST 552 NM WC HD032 TT 012
TO EINN N52 42.1 W008 55.5 DIST 658 NM WC TL059 TT 095

- ① Indicates the route has been checked by the flight planning system and meets the extended range distance requirements to the enroute alternate airports
- ② Indicates the basis for the critical fuel calculation for the area of operation, icing considerations, ETOPS time limit, and diversion speed
- ③ Indicates the airports on which the ETP calculations are based and the LAT/LONG coordinates of the ETP. Time is from the departure airport to the ETP in hours and minutes (3 hours 11 minutes)
- ④ Planned fuel on board at the ETP (84,231) and the critical fuel required (35,340) to either of the two named alternates (CYQX/BIKF)
- ⑤ Performance information from the ETP to either of the two named alternates (CYQX/BIKF). Engine-out time 1 hour 10 minutes. Descent with one engine out at Mach .84 to 320 KIAS. Single engine driftdown cruise flight level (31,700)
- ⑥ Navigation information from the ETP. LAT/LONG for the airports; Distance from ETP; Wind component

Chapter 10: International

10.1 General

10.1.1 Flight Plan Master Document. The flight plan is the master document. Check that the route in the body of the flight plan matches with the ICAO flight plan

10.1.2 Foreign Airport Takeoff and Landing Minimums

- A. Takeoff is authorized to the lowest published minimums
- B. Landing is authorized to the lowest published minimums
- C. Conversion Tables: The following tables may be used to determine equivalent values meters to feet when RVR is available, and from miles to meters when RVR is not available

RVR Available			
Meters	Feet	Meters	Feet
75M	300 ft.	550M	1800 ft.
125M	400 ft.	600M	2000 ft.
150M	500 ft.	630M	2100 ft.
175M	600 ft.	750M	2400 ft.
200M	700 ft.	1200M	4000 ft.
300M	1000 ft.	1400M	4500 ft.
350M	1200 ft.	1500M	5000 ft.
500M	1600 ft.	1800M	6000 ft.

RVR Not Available		
Statute	Meters	NM
1/4	400M	1/4
1/2	800M	1/2
3/4	1200M	7/10
1	1600M	9/10
1-1/4	2000M	1-1/10
1-1/2	2400M	1-3/10
1-3/4	2800M	1-1/2
2	3200M	1-3/4
2-1/4	3600M	2
2-1/2	4000M	2-2/10
2-3/4	4400M	2-4/10
3	4800M	2-6/10

10.1.3 Altimeter Procedures. Foreign Civil Aviation Authorities establish local altimeter transition altitudes and flight levels. These normally follow standard ICAO procedures and can be found on enroute charts, approach plates, and area charts.

When cleared to climb to a flight level above the transition altitude the altimeters will be reset to QNE (29.92" Hg/1013 hPa).

The standard unit for pressure settings at a particular airport (inches, millibars/hectopascals) will be depicted on the approach plate

10.1.4 Airspeed Limitations. A maximum of 250 KIAS below 10,000 feet should be applied in all areas of the world, unless a higher speed is authorized by a published procedure, or authorized by local ATC

10.1.5 Transponder Codes. In international airspace, unless instructed otherwise, squawk 2000.

10.1.6 Position Reporting. Specific position reporting requirements will be found on the appropriate enroute charts. AIREP forms are provided for MidCon crews to organize and record required reports.

10.1.7 Conditions Requiring a Destination Alternate. A destination alternate is required when;

- A. Flight time exceeds 6 hours, or,
- B. Flight time is 6 hours or less and the forecasts (+/- hour of ETA) are less than
 - 1. Ceiling of 2,000 feet above airport elevation or 1500 feet above the lowest published minimum whichever is greater
 - 2. Visibility 3 miles, or 2 miles more than the lowest applicable minimums whichever is greater
- C. An alternate airport is always required for flights to Bermuda (TXKF)

10.2 Oceanic Procedures

10.2.1 Navigation Error and Responsibility. Most navigation errors are caused by human error rather than equipment failure. Compliance with published procedures in all geographic areas is essential to safe long-range navigation. It is the Captain's responsibility to ensure proper navigation procedures are followed

10.2.2 Equal Time Point Procedures. The ETP is the geographic point from which designated enroute alternate airports are equal in flight time. Flight Plan ETPs are computer generated points that are identified by elapsed time after takeoff, and /or distance remaining to the destination.

ETPs are calculated and printed on the flight plan as a dispatch requirement to prove that the route of flight meets the regulatory requirements.

The location of the ETP(s) should be determined by elapsed time after takeoff, distance remaining to destination and / or the aircraft's Flight Management System (FMS) "Alternates," "Progress" and "Fix" pages.

If actual fuel is at or below planned fuel at ETP, a diversion is not required unless there is a condition which would preclude continued flight to destination. The ETP critical fuel is a flight planning function only and should not be used as the sole basis for a decision to divert to an alternate.

10.2.3 Gross Navigation or Altitude Error Reporting. Any flight observed by ATC or otherwise determined to be 25 NM or more off the cleared track, or 300 feet or more off the cleared altitude, requires that ATC initiate a Gross Navigation, or Gross Altitude Error Report.

10.3 Extended Operations (ETOPS)

10.3.1 Extended Overwater Operation Definition. A flight conducted over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline

10.3.2 ETOPS Authority. Twin-engine aircraft must operate over a route that contains a point no more than one hour flying time from an adequate airport unless it is operating under an approved ETOPS program.

ETOPS is authorized for the follow MidContinent Airlines aircraft:

- 777
- 787-8
- 787-9

10.3.3 ETOPS Limitations. Diversion time from any point along the route of flight must be no more than 180 minutes to a suitable ETOPS alternate at single engine inoperative cruise speed. On North Pacific routes, the 777 and 787 diversion time from any point along the route of flight may be extended to no more than 207 minutes.

10.3.4 ETOPS Distances. The following table lists the still air distances for 120 and 180 minute ETOPS

Equipment	120 minute	180 minute	207 minute
777	865 nm	1295 nm	1490 nm
787-8 / -9	868 nm	1294 nm	1485 nm

10.3.5 APU In-Flight Starts. To ensure the APU in-flight start reliability, ETOPS aircraft require a monthly in-flight start after a cold-soak at cruise altitude. A start will be requested by a flight release remark, and the results will be reported via ACARS entry.

Chapter 11: Duty Time/Qualifications

11.1.1 Special Airport Qualification. MidContinent Airlines will not release a flight to or from a special airport unless one of the following applies

- Within the preceding 12 calendar months, the captain or first officer has made an arrival and departure to that airport.
- Prior to operating into or out of a special airport, review route manual airport qualification pages.

11.1.2 Special Airports. MidContinent Airlines currently operates at the following designated special airports.

- KDCA – Reagan National Airport, Washington DC
- KONT – Ontario International, CA
- KRNO – Reno/Tahoe International, CA
- KSAN – San Diego International-Lindbergh, CA
- KSFO – San Francisco International, CA
- MHTG – Toncontin International, Tegucigalpa, Honduras
- MMMX – Benito Juarez International, Mexico City, Mexico
- PHLI – Lihue, Lihue, Hawaii
- PHOG – Kahului, Kahului, Hawaii
- SEQM – Mariscal Sucre International, Quito Ecuador
- SKBO – El Dorado International, Bogota Colombia
- TIST – Charlotte Amalie, St. Thomas Island, Virgin Islands
- TNCM – Princess Juliana International, St. Maarten Island, Netherlands Antilles
- VHHH – Hong Kong International, Peoples Republic of China

11.1.3 Maintaining Pilot Qualifications. MidContinent Airlines pilots will maintain qualification and notify management prior to any known expiration of qualification or currency. Company policy requires that all pilots complete a minimum of one flight per month to meet FAR minimum requirements of 3 takeoffs and landings every 90 days.

11.1.4 Flight Time Limitations. MidContinent Airlines will not schedule pilots to exceed the following flight hours in accordance with 14 CFR 117.23

- 100 hours in any 672 consecutive hours
- 1,000 hours in any 365 consecutive calendar days

Chapter 12: Administration

12.1.1 Company Information Systems. MidContinent Airlines will provide company and crew information by electronic means via:

- MidCon Website
- MidCon Social Media
- Crew Forum
- Email

12.1.2 Manuals. All required manuals and documents can be found in the manuals and forms section of the flight ops library on the MidCon website.

12.1.3 Distance Learning. Classroom training will be conducted via computer based training modules from the MidCon Flight Academy.

12.1.4 Safety Reporting. Safety reporting is done online via the Safety Reporting System found under the flight crew menu on the MidCon website.