



Sample Text for General Operations Manual (GOM)

The following excerpts are meant to illustrate how various compliance issues could be handled by a company taking an "intentional" approach. Each excerpt will include a brief description of the problem commonly faced by 14 CFR Part 135 Certificate Holders. Following the description will be a sample excerpt from a company GOM in which the issue is addressed. These examples are for demonstration only. Do not use in flight operations without proper acceptance by your Principal Operations Inspector.

Duty Time/Rest: Unscheduled air carriers frequently have the challenge of working customer flight requests around strict FAA regulations regarding duty and rest. Many operators are not clear about how company flight crews are supposed to navigate these rules. Clear and concise instructions in the GOM can assist crews in understanding both the intent of the rule and the intent of company management in order to make safe, prudent, and legal decisions.

XX.XX – Duty Time/Flight Restrictions

Pilots at Palisade Aviation LLC, while performing flight operations under 14 CFR Part 91 (such as training, ferry, or maintenance flights) shall adhere to weather planning, duty time, rest time, and flight time provisions of 14 CFR Part 135. Case by case exceptions to this policy may be provided by the Director of Operations and/or Chief Pilot. While the CFRs are the final authority, the following paragraphs illustrate how these regulations are interpreted at Palisade Aviation.

Rest:

A period free of company required work. Pilots may not be under any obligation to report for duty, answer the phone, or perform any company assigned work during their rest period. (Voluntarily answering a phone call for company business does not require resetting the rest period. Attending a base safety meeting, however, would not be considered "rest" and would require resetting the 10 hour period.)

Duty Time:

Pilots are assigned regular, 12 hour shifts to ensure that 10 hours of rest is provided in the 24 hour period preceding the planned completion time of any assignment. (An assignment includes any company required work, including but not limited to time in flight.)

Extensions to duty time:

Pilots are not permitted to intentionally accept any assignment that would not allow 10 hours of rest in the 24 hours preceding the planned completion of the assignment. However, if realistic planning for an assignment reveals that an assignment can be accepted, then regulations allow for the assignment to be completed when circumstances beyond the operator's control are encountered. Common examples of these passenger delays, weather, and maintenance delays.

Extensions to Flight Time:

On rare occasions, pilots may exceed 8 hours of flight time in a 24 hour period, due to being assigned late flights on one day and early flights the next day. This is permissible under 135.267c as long as the 14 hour day is considered a strict limit. A pilot may not exceed both 8 hours of flight time in a 24 hour period AND 14 hours of duty for that day.



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Whenever a pilot exceeds flight time limitations due to circumstances beyond the control of the pilot or Palisade Aviation, the required rest period will be extended as described in 135.267(e).

14 CFR Part 91.13:

All Palisade Aviation pilots and crewmembers are reminded that our first and foremost responsibility is the safe and prudent operation of our aircraft. Any assignment accepted by a fatigued pilot could be considered careless and reckless operation per 91.13, and therefore should be declined.

IFR Alternate Selection: Often times, regulations and Operations Specifications allow more flexibility than an individual operator may need. Clear guidance in the GOM can ensure flight crews understand the operators intent in order to make sound decisions.

YY.YY - IFR Alternate Airport Selection Criteria

Palisade Aviation pilots will adhere to 14CFR 135.223 when determining the necessity of an alternate.

Selection of a suitable alternate airport will comply with 14 CFR 135.221 and Operations Specification H105.

Notes:

- 1. Due to requirements set forth in H105, pilots at Palisade Aviation are not permitted to choose an alternate based on the intent to descend under VFR from the minimum enroute altitude as permitted in 135.221.**
 - 2. Company pilots must consider any "additives" (additions to minimums required by weather, ground based equipment, or MEL) when determining minimum weather for an alternate airport.**
 - 3. Rotorcraft pilots are not required to adhere to non-standard alternate minimums prescribed for a particular airport.**
 - 4. Pilots are required to adhere to all preflight planning requirements including RAIM prediction when a GPS approach is planned for use as an alternate.**
 - 5. GPS cannot be planned for use as primary navigational information for BOTH destination AND alternate. Although current guidance allows this for some aircraft, there are no such aircraft currently in the Palisade Aviation fleet. Changes to this note can be made by the Director of Operations through the issuance of a GOM update, or through a GOM revision.**
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