

# PILOT'S OPERATING HANDBOOK AND CTA APPROVED AIRPLANE FLIGHT MANUAL (VOLUME 2 OF 2)

CTA APPROVED IN NORMAL CATEGORY  
BASED ON FAR 23. THIS DOCUMENT MUST  
BE CARRIED IN THE AIRPLANE AT ALL  
TIMES.

Serial No. \_\_\_\_\_

Registration No. \_\_\_\_\_

THIS HANDBOOK INCLUDES THE MATERIAL REQUIRED  
TO BE FURNISHED TO THE PILOT BY FAR PART 23

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THIS HANDBOOK IS INCOMPLETE  
WITHOUT VOLUME 1 OF 2, WHICH  
CONTAINS SECTIONS 1 THRU 8.

CTA APPROVED:



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# Emb 110 Flight Manual

**Thomas Griffiths**



## **Emb 110 Flight Manual:**

*FAA Airworthiness Directive* ,1983      *Aviation Whistleblower Protection* United States. Congress. House. Committee on Public Works and Transportation. Subcommittee on Aviation,1988      Federal Register ,2002-11      **Aircraft Accident Report** ,197?      Aircraft Accident Report United States. National Transportation Safety Board,2007 On August 27 2006 about 0606 35 eastern daylight time Comair flight 5191 a Bombardier CL 600 2B19 N431CA crashed during takeoff from Blue Grass Airport Lexington Kentucky The flight crew was instructed to take off from runway 22 but instead lined up the airplane on runway 26 and began the takeoff roll The airplane ran off the end of the runway and impacted the airport perimeter fence trees and terrain The captain flight attendant and 47 passengers were killed and the first officer received serious injuries The airplane was destroyed by impact forces and postcrash fire The flight was operating under the provisions of 14 Code of Federal Regulations Part 121 and was en route to Hartsfield Jackson Atlanta International Airport Atlanta Georgia Night visual meteorological conditions prevailed at the time of the accident The National Transportation Safety Board determines that the probable cause of this accident was the flight crewmembers failure to use available cues and aids to identify the airplane s location on the airport surface during taxi and their failure to cross check and verify that the airplane was on the correct runway before takeoff Contributing to the accident were the flight crew s nonpertinent conversation during taxi which resulted in a loss of positional awareness and the Federal Aviation Administration s FAA failure to require that all runway crossings be authorized only by specific air traffic control ATC clearances The safety issues discussed in this report focus on the need for 1 improved flight deck procedures 2 the implementation of cockpit moving map displays or cockpit runway alerting systems 3 improved airport surface marking standards and 4 ATC policy changes in the areas of taxi and takeoff clearances and task prioritization Safety recommendations concerning these issues are addressed to the FAA P x      *The Code of Federal Regulations of the United States of America* ,2004 The Code of Federal Regulations is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government      Code of Federal Regulations ,2000 Special edition of the Federal Register containing a codification of documents of general applicability and future effect with ancillaries      *Code of Federal Regulations* United States. Internal Revenue Service,2008 Special edition of the Federal register containing a codification of documents of general applicability and future effect as of April 1 with ancillaries      **Learning, Technical Progress and Competitiveness in the Commuter Aircraft Industry** Claudio Frischtak,1992      *Airworthiness Directives: Small Aircraft, Rotorcraft, Gliders, Balloons, and Airships, Bk. 4, 2000 Though 2003: Federal Aviation Regulations, Pt. 39* ,      **General Aviation Airworthiness Alerts** ,1982      **Flying Magazine** ,2005-07      **Flight International** ,1996      CIS Federal Register Index ,1992-07      Federal Aviation Regulations United States. Federal Aviation Administration,1995      *Air Line Pilot* ,1996      **Popular Aviation** ,2005      **Moody's Transportation Manual** ,1997      *Federal Legislation Annotations*

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