

**INTRODUCTION**  
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**AUTHORIZATION PAGE**

This Continental Airlines / Continental Micronesia Flight Manual contains all the approved Airplane Flight Manual (AFM) operating procedures and performance data as revised and/or modified, and includes any appropriate data or information from revisions dated or numbered:

737-300	D6-8730.3T0	REVISION #22	DATED 09/16/02
737-300	D6-8730.3Q81	REVISION #32	DATED 09/16/02
737-500	D6-8735.524	REVISION #12	DATED 02/08/01
737-700	D6-31A001.724	REVISION #13	DATED 08/27/02
737-800	D6-31A001.824	REVISION #18	DATED 07/01/02
737-900	D6-31A001.924	REVISION #08	DATED 03/20/02

This manual meets or exceeds all requirements of the B737 approved Airplane Flight Manual in accordance with F.A.R. 121.141.

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**FLIGHT DECK DATA**

The items listed below are provided on the flight deck for flight crew convenience. In the event a listed document is temporarily missing or unusable, operations may be continued using the source material from the applicable Flight, Operations, or Planning & Performance Manual. Missing or out of date documents should be replaced at a station where replacements are available.

<u>ITEM</u>	<u>FORM NO.</u>	<u>DATE</u>
<u>CHECKLISTS</u>		
Jumpseat Rider Brief Card	21.0020	07/01/94
Onboard Security Incident & Medlink Procedures Card	21.9016	01/01/02
③③⑤ 737 Quick Reference Handbook	24.3002	11/15/02
⑦⑧⑨ 737 Quick Reference Handbook	24.3007	11/15/02
737 Normal Checklist	24.8022	11/15/02
737-300/500 AMT Taxi Checklist	47.0035	06/30/00
737-300/500 AMT Towing Checklist	47.0085	06/30/00
737-700/800/900 AMT Taxi Checklist	47.0067	07/10/01R
737-700/800/900 AMT Towing Checklist	47.0095	07/10/01
ERG Red Book	ERG/Red Book	2001/2002

Note: The Emergency Response Guide (ERG) or copies of the appropriate pages must be on board whenever hazardous materials are transported.

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**INTRODUCTION****General**

The purpose of this manual is to provide Continental Airlines and Continental Micronesia flight crews with a document which serves both as a training aid and as an inflight tool for handling emergency and abnormal situations.

Included in this introduction is an overview of the organization and procedures of Sections 1 through 5 and a detailed discussion of the standard formatting devices used in developing all normal and non-normal checklists.

Flight crews are expected to be familiar with these formatting devices and to be prepared to operate under these guidelines on the line and during simulator training.

All data in this manual is applicable to all B737-300 and subsequent models, except as noted with the following symbols:

Icon	③	3	5	7	8	9
Specific Fleet Type	B737-300 Round Dial	B737-300 EFIS	B737-500 EFIS	B737-700	B737-800	B737-900

**CRM**

Effective Crew Resources Management (CRM) can substantially improve safety in line operations. Technical proficiency, knowledge of aircraft systems and adherence to standard operating procedures continue as the foundation of aviation safety. Effective CRM should also help a crew achieve safe conclusion of the flight when non-normals or other problems occur. Continental Airlines is committed to fostering a high level of CRM skills. The practice of effective CRM is expected behavior among all crewmembers.

Pilots should routinely utilize effective CRM skills as discussed during the Crew Coordination Concepts (CCC) workshops. All crewmembers are expected to build strong CRM skills, so that each pilot can contribute fully during both normal and abnormal line operations. Industry studies have shown that most airline mishaps were attributable to poor CRM. Failure to follow standard operating procedures, failure of the PM to monitor the PF, and unchallenged tactical decision errors by the Captain were the leading causes identified. Effective CRM would have broken the chain of events leading to an accident in the majority of mishaps studied.

## Crew Effectiveness Markers

The following Crew Effectiveness Markers were developed to assist crewmembers in their understanding and practice of Crew Resource Management. The markers were structured in a checklist format for ease of use and recall. Crewmembers should use the markers as a checklist for decision making and as a guide for crew briefings. They should be reviewed periodically to improve CRM proficiency, just as emergency and non-normal checklists are revisited from time to time. CRM will be evaluated in training events, proficiency checks and line checks utilizing the Crew Effectiveness Markers.

The Crew Effectiveness Markers can also serve as a debriefing tool after a line flight or training event. A debrief should always be conducted after a flight which challenged a crew in some manner. Potential exists for valuable new learning if a crew conducts a frank yet positive self-evaluation following significant flight events. Debriefings should be conducted by the Captain, but may be initiated by anyone in the crew. Frequent, open communications and active listening are consistently identified as key characteristics of the most effective flight crews.

### Overall Technical Proficiency

- Set a professional example
- Adhere to SOP, FAR's, sterile cockpit, etc.
- Demonstrate high level of flying skills
- Be adept at normal and non-normal procedures
- Maintain thorough systems knowledge

### Briefing and Communication

- Set an open tone
- Fully brief operational / safety issues
- Explicitly encourage participation
- All are obligated to seek and give information
- State how SOP deviations will be handled
- Include cabin crew

### Leadership and Teamwork

- Balance authority and assertiveness
- Promote continual dialogue
- Adapt to the personalities of others
- Use all available resources
- Must share doubts with others

### Situational Awareness

- Monitor developments (fuel, weather, ATC, etc.)
- Anticipate required actions
- Ask the right questions
- Test assumptions, confirm understanding
- Monitor workload distribution and fellow crewmembers
- Report fatigue, stress and overload in self and others

### Decision Making

- Fly the aircraft
- Obtain all pertinent information
- All crewmembers state recommendations
- Better idea suggested? Abandon yours
- Clearly state plan or intentions
- Establish “Bottom Lines”
- Resolve conflicts and doubts quickly

### Crew Self-Evaluation

- Debrief key events
- Continuously provide information to self-correct
- Openly discuss successes and mistakes
- Ask, “How could we have done better?”
- Discuss what is right, not who is right

## USE OF CHECKLISTS

### Normal Checklist

#### Checklist Initiation

There are three ways to initiate a checklist. The proper method is “Called For,” the backup method is “Prompted,” and the method of the last resort is “Self Initiated.”

“Called For” checklist initiation is the checklist habit pattern with the highest reliability. The Captain/PF initiates the checklist at the appropriate time. This manner ensures both crewmembers are aware that the checklist is in progress and specific actions are required.

“Prompted” checklist initiation is used as a backup “second line of defense” to ensure a checklist is accomplished. The pilot (who will accomplish the checklist) reminds the Captain/PF (who was supposed to call for the checklist) that the checklist needs to be accomplished. The Captain/PF, after being prompted, should then call for the checklist. Although it is not desirable, “Prompted” checklist initiation is an acceptable way to manage errors and recover total crew participation. A prompt (by the pilot who will accomplish the checklist) is required if a checklist has not been called for by the time a flight arrives at a certain point or time. This certain point or time is a bottom line for prompting a checklist. The following table lists the bottom lines for prompting all normal checklists.

PROPER "CALLED FOR" CHECKLIST INITIATION	ACCOMPLISHED BY:	BOTTOM LINE FOR PROMPTING
RECEIVING AIRCRAFT Called for by Capt when checks are done and there are no distractions.	F/O	When Agent asks "Are you ready?".
BEFORE START Called for by Capt when main cabin door is closed, all passengers are seated, carry-on luggage properly stowed, and aircraft movement is imminent.	F/O	Ready for pushback from ramp (or engine start if no pushback).
AFTER START Called for by Capt after the engine(s) have reached a stabilized idle and the headset operator has been cleared to disconnect.	F/O	Prior to brake release for taxi.
TAXI Called for by Capt clearing the ramp.	F/O	Approaching the run-up area for the departure runway.
BEFORE TAKEOFF Called for by Capt when cleared on to the active runway.	F/O	Crossing the hold short line.
AFTER TAKEOFF Called for by PF after flaps retract callout.	PM	10,000 feet MSL.
IN RANGE Called for by PF at approximately 18,000 feet.	PM	10,000 feet MSL.
APPROACH Called for by PF in the approach environment.	PM	Cleared for the approach.
LANDING Called for by PF in conjunction with the "Gear Down" call.	PM	1,000 feet AGL.
AFTER LANDING Called for by Capt after clear of all active runways.	F/O	Approaching ramp.
PARKING Called for by Capt after aircraft comes to a stop at the gate or parking spot.	F/O	Chocks in, parking brake off.
TERMINATION Called for by Capt after PARKING checklist is complete.	CAPT or F/O	Prior to leaving aircraft.

“Self Initiated” is the last chance method of ensuring a checklist is accomplished. The pilot performing the checklist initiates the checklist without participation of the other pilot/s/. Self initiating any checklist is unprofessional and increases the chances for error due to lack of crewmember situational awareness. Self initiated checklist action has been contributory in many incidents and accidents. However, accomplishing the checklist under any condition is of such crucial importance that self initiating a checklist is appropriate when it is the only way to complete the checklist.

### Checklist Accomplishment

The NORMAL checklist is used as a verification to ensure that certain critical or essential steps of the preceding procedure have been accomplished. The expanded checklists of this section serve the dual purpose of defining the procedure to be accomplished for each phase of flight and providing expanded notes appropriate to checklist accomplishment. Certain items in the expanded sections may be annotated “flow” after the challenge statement. These are items which are accomplished during the procedure, but are not rechecked during the reading of the checklist. The procedure defined for each phase of flight will be accomplished by recall (flow) prior to the reading of the applicable checklist. In all cases the checklist will be read from the printed checklist card. At no time is the use of a checklist from memory acceptable.

If the flight deck is left unsupervised (all pilots away from the flight deck) prior to the BEFORE START checklist, all previously accomplished checklists must be re-accomplished in their entirety. If a non-crewmember is present on the flight deck during the absence of one or more crewmembers, the non-crewmember must be supervised by a remaining crewmember or any previously accomplished checklists must be re-accomplished.

The Captain will call for all checklists during ground operations. The Pilot Flying will call for all checklists in flight.

Normally a flow will be accomplished before the checklist is read. The point at which the associated flow may be initiated is defined in the preamble of each checklist. However, no flight control will be moved or positioned until called for.

Each item will be challenged out loud by the designated crewmember unless otherwise noted. The responding crewmember will visually confirm that the challenged action has been properly accomplished and will respond appropriately to the challenge, confirming the action or describing the configuration. Any item which has a numerical value or switch position associated with it, (i.e., reference speeds, altimeter settings, VNAV, etc.) will have the associated value or switch position stated as a part of the response. Any item listing an “AS REQUIRED” response will be responded to by the actual configuration or condition as described in the expanded section. When responses are required by both crewmembers (F, C, or PM, PF), the pilot reading the checklist replies first followed by a crosscheck and identical reply from the other pilot. If a checklist item is not installed in a particular aircraft, the crewmember will nevertheless challenge the item and the response will be “NOT INSTALLED.” Any action which has not been performed or completed when challenged must be completed before the next challenge is read. If performance of the challenged action cannot be completed immediately, the crewmember responding will reply “STANDBY” or other suitable response to indicate that further reading of the checklist will be suspended until the item can be accomplished.

### Checklist Completion

An unwritten last step of any checklist is for the pilot accomplishing the checklist to call the checklist complete. Calling the checklist complete is a last safeguard that everything is in order. When a checklist is complete, the announcement of “\_\_\_\_\_ CHECKLIST COMPLETE” mentally closes the loop on the process that began when the checklist was called for. This also mentally opens the door for the next activity. If the “\_\_\_\_\_ CHECKLIST COMPLETE” call has not been made, there is a strong possibility that things are not in order. The pilot performing the checklist should review it to verify all items have been accomplished and then make the “\_\_\_\_\_ CHECKLIST COMPLETE” call.

## Non-Normal Checklists

“Fly the aircraft” is always an unwritten immediate action for any non-normal procedure. Both pilots will first give their attention to continued safe flight of the aircraft, with particular attention to flight path and communications.

Non-normal checklists assume crewmembers will:

- Silence aural warnings and reset Master Caution/Warning lights as soon as the cause of the warning is recognized.
- Test warning/status lights to verify valid indications.
- Check for tripped circuit breakers (refer to Circuit Breaker Procedures, Section 2, Non-Normals).

**Caution:** The intentional pulling and resetting of a circuit breaker, other than when specifically directed by a non-normal checklist or appropriate technical authority, is prohibited due to the potential impact on multiple aircraft systems.

Procedures that prescribe an engine shutdown must be evaluated by the Captain to ascertain if an actual shutdown or operation of the engine at reduced thrust is the safest course of action. Consideration in this case must be given to probable effects if the engine is left running at minimum required thrust

## Checklist Initiation

When a non-normal situation occurs, the Pilot Flying (PF) will stabilize the aircraft and call out Immediate Action items. The Pilot Monitoring (PM) will accomplish the immediate action items and the PF will call for the appropriate checklist.

The Captain will then make the final determination as to who will be the PF and PM. In making this determination, the Captain should give consideration to his primary responsibility of managing the situation, in addition to the necessity of formulating a plan for successful resolution of the problem. By its very nature this includes a comprehensive coordination among ATC, the F/A, the company, and all other aspects of delegation of duties. The Pilot Monitoring (PM) will accomplish the appropriate checklist.

## Checklist Accomplishment

Non-normal checklists are designed, with the exception of Immediate Action items, as “Read and Do” checklists. All items of any non-normal checklist will be read aloud. The pilot designated by the Captain to accomplish the checklist (PM) shall first read and respond to Immediate Action items (if applicable) to ensure that such items have been accomplished completely and correctly. The PM shall then complete the Secondary Action items by reading each item, accomplishing the required task, and reading the response. The PM, while accomplishing the checklist, will coordinate with the PF before changing any switch or control position which could potentially affect systems integrity or aircraft configuration.

Non-normal checklists may be combined with other normal or non-normal checklists to reduce or eliminate the need for crews to reference several different checklists in response to a non-normal situation. For example the **ONE ENGINE INOPERATIVE APPROACH AND LANDING** checklist includes the normal IN-RANGE, APPROACH, and LANDING checklists so that the aircraft may be safely landed in this situation with reference to only one checklist.

## Checklist Completion

The checklist will be announced as “COMPLETE” when reaching the end of checklist symbol (\* \* \* \*). Care must be taken when a checklist is branched by the use of OR arrows as it may not be immediately apparent where the end of this branch of the checklist is located.

When a checklist is complete, the announcement of “\_\_\_\_\_ CHECKLIST COMPLETE” mentally closes the loop on the process that began when the checklist was called for. The pilot performing the checklist should review it to verify all items have been accomplished and then make the “\_\_\_\_\_ CHECKLIST COMPLETE” call.

## Quick Reference Handbook (QRH)

To facilitate a more expeditious access to non-normal checklists, a Quick Reference Handbook (QRH) is carried on the flight deck. It contains a copy of most of the non-normal checklists from the Aircraft Flight Manual. This would preclude having to take out the Flight Manual to reference a specific non-normal checklist in most situations.

The QRH is set up in a simple to use and easy to read format. The highlights of its construction are:

- All immediate action items are listed on the front cover.
- All tabs are labeled with the name of the major systems for that section (because of the limited number of tabs, some of the sections are combined into logical system groups).
- The index is cross-referenced by situations and systems.
- Additional information not normally used to operate the aircraft is contained in the multi color pages located in the back of the handbook.

Because the QRH has limited space, some non-normal checklists may have verbiage directing you to other non-normal checklists that will then follow to a logical conclusion. Normal checklist which are referenced in a non-normal checklist will either be printed in its entirety or only have the applicable items listed.

## CHECKLIST FORMATTING

### General

Checklists will be read from top-to-bottom, left-to-right. Careful attention must be paid to indentation so that only the appropriate items are performed. You may be required to “skip” downward over non-applicable steps or to move downward to a given location in the checklist. You will not be directed to go upward in the checklist (although you may have occasion to reenter a checklist if conditions change). You may be directed to cross reference another checklist. If a checklist is “branched” (by an OR arrow), there will be more than one ending to that checklist. Checklists must be continued until the flight crew reaches an end-of-procedure symbol (four centered asterisks).

### Challenge and Response

Checklist challenges are presented on the left with responses on the right in capital letters. A dotted line will separate challenges and responses.

**Challenge** .....**RESPONSE**

A comma or ampersand (&) in a response indicates a combined response where more than one item must be verified to indicate compliance with the challenge.

**Challenge** ..... **RESPONSE A, RESPONSE B**

A slash (/) between multiple responses indicates a choice of responses where only one of the choices is appropriate.

**Challenge** .....**RESPONSE A / RESPONSE B**

Under circumstances where both the Captain and First Officer or Pilot Monitoring and Pilot Flying are to respond to a given challenge, this will be indicated by (F, C) or (PM, PF) on the response side.

**Oxygen** ..... **CHECKED, SET, 100% (F, C)**

**Conditional (IF) Statements**

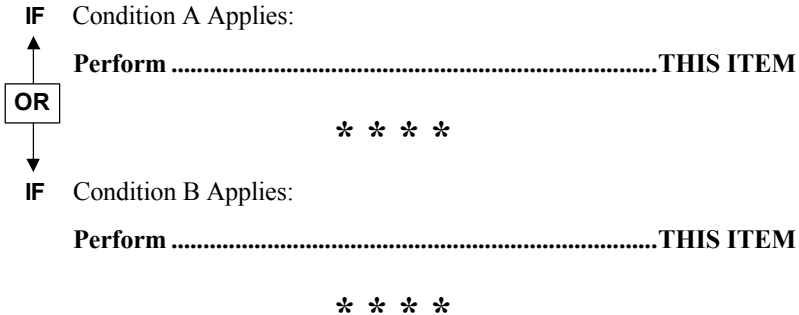
In situations where particular steps within a procedure need to be performed only if a qualifying condition exists, these steps (which may be contained in a single-line “conditional” box to visually group the conditional items) will be preceded by an IF statement. This device indicates that the person reading the checklist must determine if the condition applies and if so, perform the items immediately below. If the condition does not apply, the steps immediately below, including all steps in a conditional box, should be skipped.

**IF** Condition A Applies:  
**Perform**.....**THIS ITEM**

**IF** Condition B Applies:  
**Perform**.....**THIS ITEM**

**OR Arrows**

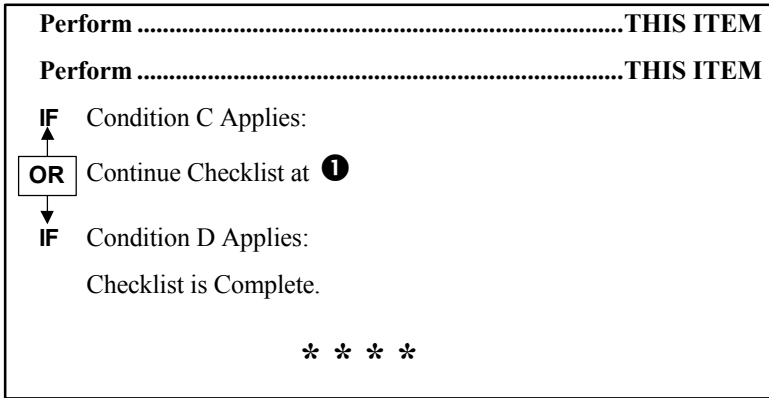
This device connects conditional items or groups of items which are mutually exclusive. This will indicate to the pilot that only one of the connected procedures should be performed and all others ignored. This device in effect “branches” the checklist and will result with more than one ending to the procedure.



**Continue Checklist At ... Statements**

If it is necessary to move from one point in a checklist, skip over one or more steps, and re-enter the checklist at another point further down the checklist, this device may be used. You would proceed from that point downward until encountering the appropriate numeric symbol which will be found on the left side of the margin.

**IF** Condition A Applies:



**IF** Condition B Applies:

① **Perform**.....**THIS ITEM**

\* \* \* \*

The presence of the ① next to the above step does not indicate that this step is only to be performed if Condition C applies. Note that this item would be accomplished whether Condition C or Condition B applies.

**Phase Lines**

A dashed line on either side of a condition statement in a procedure indicates that the crew may delay the performance of the procedure at that point. This is normally used to provide better “pacing” of a procedure. The crewmember reading the checklist is responsible for ensuring that the checklist is resumed at the appropriate time.

----- **BEFORE LANDING** -----

## Cross Referencing

When a cross reference to another checklist is made it will be done in the following manner for normal and non-normal checklists:

Refer to AFTER TAKEOFF checklist, Section 3.

Refer to **ENGINE FAILURE** checklist, Section 2.

## Continued Checklists

If a checklist or procedure is continued on the back of the page or on the next page, the word “Continued” will be printed centered in parenthesis at the bottom of the page.

(Continued)

## Notes, Cautions, and Warnings

Notes, Cautions, and Warnings will be presented in the following format:

Note: Information requiring special emphasis.

Caution: Instruction concerning a hazard that if ignored could result in damage to an aircraft component or system.

WARNING: Instruction concerning a hazard that if ignored could result in loss of aircraft control, injury, or loss of life.

## Action Specific Words

Certain words are used throughout this manual to indicate whether a procedure must be performed exactly as described at all times or if some discretion is allowed. These words are defined below for the purposes of Continental Airlines / Continental Micronesia Flight Manuals. These definitions may differ slightly from certain dictionary definitions, however every attempt has been made to use these terms consistently as detailed.

The words “shall,” “must,” and “will” indicate procedures to be performed exactly as detailed. Deviations will be made only in situations equating to the use of pilot’s emergency authority.

The word / phrase “should” and “strongly recommended” indicate procedures normally performed exactly as detailed. Deviation will be made only in unique situations where a pilot’s best judgment indicates a different course of action. Such deviations would be very rare and briefed to all flight crewmembers.

The word “may” indicates procedures expected to be performed as detailed under most situations. While deviations are not limited to unique circumstances as above, use of these procedures are encouraged in the interest of standardization among flight crewmembers.

## Crewmember Duties

Labels will be placed to indicate the crewmember to challenge the item and the crewmember assigned to respond or verify completion of the item. The following abbreviations will be used:

Captain	-	Capt or C
First Officer	-	F/O or F
International Relief Officer	-	IRO
Pilot Flying	-	PF
Pilot Monitoring	-	PM

## End-of-Procedure Asterisks

Four centered, bold asterisks indicate the end of a non-normal checklist.

**\* \* \* \***

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**SECTION OVERVIEW & PROCEDURES****SECTION 1 - LIMITATIONS**

There are two separate categories for items contained in the limitations section. The first category, titled "Limitations," includes limitations from the manufacturers' FAA approved Airplane Flight Manual and additional items declared to be limitations by the Company. The Company limitations are designated by the symbol **■**. All limitations must be memorized. The second category, titled "Operating Parameters," contains items which should be complied with to ensure safe and efficient operation of aircraft systems. Flight crews are expected to have a working knowledge of the operating parameters.

**SECTION 2 - NON-NORMALS**

Non-normal procedures are presented in groups called "modules" composed of the expanded version checklist and in some cases a short narrative description and/or a profile or graphic description of the procedure.

The non-normal procedures in this manual represent the best available information. Flight crews should follow these procedures as long as they fit the situation. At any time they are not adequate or do not apply, the flight crew's best judgment should prevail.

The immediate action items will be memorized by each crewmember.

No throttle, fuel control lever, fire handle, or critical system control will be moved during any non-normal procedure without the concurrence of both crewmembers. All aural warnings should be silenced as soon as the emergency is recognized.

Time permitting, the Captain should utilize all available resources including, but not limited to, radio communications with Maintenance / Engineering personnel.

Non-normal procedures are presented in expanded format grouped by aircraft system. It is not necessary to read the expanded verbiage aloud when performing the checklist unless clarification is desired. Checklist titles will reflect the annunciator light or non-normal condition.

## **Cockpit Voice Recorder (CVR)**

Any incident requiring a report to NTSB, as defined in Section 1 of the Flight Operations Manual, and which results in termination of the flight, requires deactivation of the CVR upon termination of the flight to preserve the recorded information. This is accomplished by pulling the CVR circuit breaker located on the overhead circuit breaker panel. This will be noted in the Aircraft Maintenance Log.

Example: CVR deactivated because of reportable incident.

## **Ground Proximity Warning System / Enhanced Ground Proximity Warning System**

The (Enhanced) Ground Proximity Warning System may be deactivated for approved non-normal procedures where the use of flaps at less than normal landing flap positions are specified. A logbook entry is required.

### **SECTION 3 - NORMAL PROCEDURES**

This section is intended as a training and reference section. Checklists are presented in normal flight order. Additional procedures and information are presented as necessary.

Operating procedures defined in this section are intended to conform with the objectives of the company which are to place safety, comfort, schedule reliability and economy in their proper perspective. Conscientious adherence to these procedures is expected.

### **SECTION 3-1 - ETOPS / LRN**

This section covers route planning and verification specific to ETOPS and Non-ETOPS Long-Range Navigation (LRN) operations. It is organized by phase of flight (preflight, planning, takeoff, enroute, approach, post-flight). An ETOPS/LRN Briefing Card presented at the beginning of the section details specific crew responsibilities pertinent to ETOPS/LRN operations.

This section uses Pacific Operations as the “standard” operating area and covers specific Atlantic Operations in a separate subject at the end of the section.

**SECTION 4 - MINIMUM EQUIPMENT LIST**

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record / Logbook. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation.

**SECTION 5 - PERFORMANCE**

This section is also organized by phase of flight (takeoff, enroute, and landing) and within these phases further divided into “normal” and “non-normal” sections. Most data are presented in tabular form and pilots may interpolate as necessary.

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**REQUEST FOR FEEDBACK**

This Flight Manual is the result of the combined efforts of Flight Standards and Flight Operations. All flight crews are encouraged to comment on the contents of this manual, since its sole purpose is to provide you, the Flight Crew, with an accurate and effective tool to better help you do your job.

Suggestions, critiques, comments and corrections should be in writing and addressed to the Lead Line Check Airman in your crew base or to the respective Fleet Manager in Flight Standards. The boardmail address for each crew base is the three letter identifier of the base followed by the letters CP (i.e., IAHCPC). The boardmail address for each fleet manager is IAHPS.

Your input is both desired and encouraged. All Flight Manuals are designed to be “living” documents, readily adaptable to new and better ideas, and easily revised.

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## LIST OF EFFECTIVE PAGES

PAGE	DATE	PAGE	DATE	PAGE	DATE
* TOC-1	11/15/02	* LEP-1	11/15/02		
* TOC-2	11/15/02	* LEP-2	11/15/02		
* 1	11/15/02				
* 2	11/15/02				
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**FAA APPROVED**  
12 NOV 2002

*[Signature]*  
Don R. Klos  
Principal Operations Inspector

\* Asterisk indicates page(s) revised or added by the current revision.

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