NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.82

National Policy

Effective Date:
07/09/09

Cancellation Date:
07/09/10

SUBJ: Special Emphasis Review of Part 121 Air Carrier Fuel Management

1. Purpose of This Notice. This notice provides a special emphasis review for all Title 14 of the Code of Federal Regulations (14 CFR) part 121 principal operations inspectors (POI). The review will focus on each operator's adherence to the regulatory requirements of part 121 as well as on the operator's procedures and practices with respect to fuel management. In particular, POIs should review the carriers' plans, procedures, practices, and guidance provided to aircrew and dispatchers regarding fuel management.

2. Audience. The primary audience for this notice is Flight Standards District Office (FSDO) and certificate management office (CMO) POIs. The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.

3. Where You Can Find This Notice. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at http://fsims.avs.faa.gov. Operators and the public can find this notice at http://fsims.faa.gov.

4. Background.

a. History. With the rise in cost of aviation fuel, carriers are reviewing many of their practices and procedures currently in use. Fuel savings practices, such as single-engine taxi, no fuel tankering, and increased use of ground power units (GPU) at the gates are just a few of the procedures being emphasized by the air carriers. There have also been reports by the Air Traffic Organization (ATO) and various labor groups representing pilots that indicate some air carriers are "shorting" fuel in the interest of economics. The Federal Aviation Administration (FAA) recently investigated a number of these reports and to date has found no indication that any air carrier was in noncompliance with the regulations. While there were occasional instances of aircraft landing with minimum fuel (less than .002% in the latest survey of Newark Liberty International Airport), due diligence and surveillance is the surest way for the POI to be "in the know" concerning a carrier's effort to manage their fuel resources.

b. Responsibility. While the regulations may dictate an acceptable level of compliance, we have no database from which to draw on various best practices in a cooperative effort to assist and review the commonality of each carrier's efforts on fuel conservation. It is the POI's responsibility to evaluate the various methods the air carriers implement as part of their cost savings efforts to ensure those methods maintain a proper level of safety.

5. Action. Each certificate-holding office (FSDO or CMO) must complete the attached Constructed Dynamic Observation Report (ConDOR).

a. General. The ConDOR contains four parts:

(1) The first part contains questions from the Air Transportation Oversight System (ATOS) repository applicable to regulatory fuel requirements.

(2) The second part, labeled "Section 1," contains tailored questions not in the ATOS repository relating to flightcrew guidance, procedures, and reporting of minimum fuel and emergencies because of low fuel quantity. These questions have instructions in italics for POIs to follow when applicable.

(3) The third part, labeled "Section 2," contains tailored questions that address dispatch staffing levels not in the ATOS repository. We intend to analyze data gathered by these questions in conjunction with the information provided by air carriers to the Bureau of Transportation Statistics P10 – Annual Employee Statistics by Labor Category. These questions have instructions in italics for POIs to follow when applicable.

(4) Finally, the fourth part, labeled "Section 3," contains miscellaneous questions derived from questions in the ATOS repository applicable to regulatory fuel requirements. These questions have been modified by incorporating text from their Job Task Items (JTI) into the main question to help amplify specific areas of concern regarding regulatory fuel requirements.

b. National Use ConDOR.

(1) Within 120 days, POIs of part 121 carriers will initiate and complete an ATOS National ConDOR to assign the actions directed by this notice. Create the ConDOR as follows:

(a) From the POI's homepage in ATOS v1.2, select the "Create ConDOR" link.

(b) Select the "Load Template" button then highlight the appropriate National ConDOR from the drop-down menu. Select the "Load" button.

(c) Verify the appropriate Air Carrier is displayed, or select it from the drop-down menu, as applicable.

(d) Enter "8900FUEL" (without quotes) in the "Local/Regional/National Use" field.

(e) Input the requested completion date.

(f) Select the number of "ConDOR" Inspectors.

(g) Select the "Instructions" button. Input Principal Inspector instructions for each Inspector to include:

1. The location(s) where the activity should be performed.

2. Any comments/instructions necessary to identify concerns with regard to this notice's special emphasis items.

3. Select the "Save" button after all entries have been made.

(h) Select the "Send Request" Button.

(2) Based upon the responses to the National Use ConDOR, the POI shall determine if additional surveillance is required or further air carrier action is necessary to address the potential increased risk.

6. Tracking. Inspector(s) assigned the National Use ConDOR will complete the ATOS database record entries as assigned.

7. Disposition. This notice is a requirement for a one time special investigation and will expire one year from the effective date. Direct questions concerning this notice to the Air Carrier Operations Branch, AFS-220, at (202) 493-4582.

ORIGINAL SIGNED by
Michael Zenkovich for

John M. Allen
Director, Flight Standards Service

Appendix A. Fuel Requirements National ConDOR

Sample
Fuel Requirements National ConDOR
12-08-2008 Version 2

Evaluation of Air Carrier's Systems that Address Fuel Requirements

Existing DCT Questions

SAI 3.1.3 Section 1		
1.98	**Does the certificate holder's Airmen Duties/Flight Deck Procedures contain instructions and information, for Fuel Reserves for Flag and Supplemental Operations that include:**	
1.98.1	**The certificate holder must have approved procedures to maintain a flight monitoring and recording system that requires the flightcrew and dispatcher or flight follower, as applicable, to verify, at regular intervals en route not-to-exceed 1.5 hours between reports, the airplane's position, route, altitude, and fuel-onboard compared to flight-planned fuel-onboard at that point? SRRs: B343d(8)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.99	**Does the certificate holder's Airmen Duties/Flight Deck Procedures contain instructions and information, for Fuel Reserves for Flag and Supplemental Operations, concerning other criteria relative to the flight monitoring and recording system that include:**	
1.99.1	**The flightcrew must report as soon as practical when estimated time of arrival at the destination exceeds fifteen minutes beyond the flight plan estimated time of arrival (ETA), the cruise altitude varies by four thousand (4,000) feet from the flight plan, or the airplane exceeds one hundred (100) miles from the flight-planned route? SRRs: B343d(9)(a)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.99.2	**Reports required by this paragraph indicating that a portion of en-route reserve fuel will be consumed must be coordinated between the PIC and dispatcher or flight follower, as soon as practical? SRRs: B343d(9)(b)(i)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.99.3	**Reports required by this paragraph indicating that a portion of en-route reserve fuel will be consumed. The PIC and dispatcher or flight follower must agree upon a course of**	☐ **Yes,** ☐ **No** ☐ **N/A**

	action and have that decision recorded? SRRs: B343d(9)(b)(ii)	
1.99.4	**Both flightcrews and the dispatcher or flight follower, as applicable, must record all reports required by this operations specification until completion of the flight? SRRs: B343d(9)(c)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.99.5	**Both a primary and secondary method of communicating the reports required by this operations specification must be available for the entire route of flight? SRRs: B343d(9)(d)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.99.6	**The FAA-accepted procedures must be in the certificate holder's manual? SRRs: B343d(9)(e)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.112	**Does the certificate holder's Airmen Duties/Flight Deck Procedures, for using an exemption to 121.619 for Domestic Destination Alternate Airport Requirements, contain instructions and information indicating that if the use of these systems, reports or the occurrence of other factors indicate the conditions under which the original dispatch may negatively impact the flight, the dispatcher and flightcrew must:**	
1.112.2	**Have approved procedures for re-evaluating the continued operation of the flight, and if necessary, agreed on an alternate plan as soon as practical in the event of unplanned or sustained use of deicing and anti-icing systems or other factors directly relating to fuel consumption that may have a negative effect on trip fuel requirements? SRRs: C355g(2)**	☐ **Yes,** ☐ **No** ☐ **N/A**

SAI 3.1.4 Section 1		
1.56	**Does the certificate holder's Operational Control process specify that if the alternate airport is amended en route, the airport be within the fuel range of the aircraft? SRRs: 121.631(b)**	☐ **Yes,** ☐ **No**
1.57	**Does the certificate holder's Operational Control process specify that a flight will not continue to an airport unless the weather conditions at the alternate are forecast to be at or above the alternate minimums specified in the operations specifications for when the aircraft would arrive at the alternate airport? SRRs: 121.631(b)**	☐ **Yes,** ☐ **No**
1.70	**Does the certificate holder's Operational Control process contain instructions and information that each person filing a VFR flight plan must include in the flight plan:**	
1.70.7	**The amount of fuel on board (in hours)? SRRs: 91.153(a)(7)**	☐ **Yes,** ☐ **No** ☐ **N/A**

SAI 3.2.1 Section 1		
1.42	**Does the certificate holder's system specify the departure fuel requirements for all domestic operations? SRRs: 121.639(a); 121.639(b); 121.639(c)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.43	**Does the certificate holder's system specify the departure fuel requirements for propeller-driven airplanes operated by flag operations? SRRs: 121.641(a); 121.641(b)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.44	**Does the certificate holder's system specify the departure fuel requirements for propeller-driven airplanes operated by supplemental operations? SRRs: 121.643(a); 121.643(b); 121.643(c)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.45	**Does the certificate holder's system specify the departure fuel requirements for turbojet airplanes conducting flag and supplemental operations, as applicable? SRRs: 121.645(a); 121.645(b); 121.645(c); 121.645(d); 121.645(e)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.46	**Does the certificate holder's system specify the factors to be used in computing departure fuel requirements? SRRs: 121.647(a); 121.647(b); 121.647(c); 121.647(d)**	☐ **Yes,** ☐ **No**
1.56	**Does the certificate holder's Dispatch and Flight Release process include instructions and information for personnel filing a VFR flight plan to include in it:**	
1.56.7	**The amount of fuel on board (in hours)? SRRs: 91.153(a)(7)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.62	**Does the certificate holder ensure each dispatcher has a computer monitoring system or systems to display the location of each flight and current, significant weather that is capable of showing:**	
1.62.5	**Planned and actual fuel at regular intervals along the route and the difference between planned and actual fuel? SRRs: C355e(2)(e)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.64	**Does the certificate holder's Dispatch/Flight Release process comply with the guidance contained in FAA Order 8900.1, Volume 3, Chapter 25, Section 1?**	☐ **Yes,** ☐ **No**
1.65	**Does the certificate holder's Dispatch/Flight Release process comply with the guidance contained in FAA Order 8900.1, Volume 3, Chapter 25, Section 2?**	☐ **Yes,** ☐ **No** ☐ **N/A**

1.66	**Does the certificate holder's Dispatch/Flight Release process comply with the guidance contained in FAA Order 8900.1, Volume 3, Chapter 25, Section 3?**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.67	**Does the certificate holder's Dispatch/Flight Release process comply with the guidance contained in FAA Order 8900.1, Volume 3, Chapter 25, Section 4?**	☐ **Yes,** ☐ **No** ☐ **N/A**

SAI 3.2.1 Section 2		
1.11	**Is there a control in place to ensure that all aircraft are dispatched or released with an adequate fuel supply?**	☐ **Yes,** ☐ **No**

SAI 3.2.1 Section 3		
1.11	**Does the certificate holder's Dispatch/Flight Release process include process measurements that would reveal if the certificate holder failed to dispatch or release all aircraft with an adequate fuel supply?**	☐ **Yes,** ☐ **No**

SAI 4.2.3 Section 1		
1.16	**Does the certificate holder's training program include instruction applicable to crewmembers' assigned duties:**	
1.16.2	**Instruction in all required subjects for each airplane type? SRRs: 121.419(a)(2)**	☐ **Yes,** ☐ **No**
1.17	**Does the certificate holder's flight training program include required training for a flight navigator if he/she is a required flight crewmember:**	
1.17.7	**Training with respect to the particular airplane type on cruise control charts and data, including fuel consumption rates? SRRs: 121.420(a)(6)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.20	**Does the certificate holder's initial or transition training program for flight engineers, if they are required crewmembers, include training and practice in flight engineer duties and functions:**	
1.20.1	**For initial and transition training program, a flight check with all required items? SRRs: 121.425(a)(2)**	☐ **Yes,** ☐ **No** ☐ **N/A**

SAI 4.2.5 Section 1		
1.10	**Does the certificate holder's initial and transition ground training for aircraft dispatchers include instruction in at least the following for each airplane:**	
1.10.5	**Flight planning, including track selection, flight time analysis, and fuel requirements? SRRs: 121.422(a)(2)(v)**	☐ **Yes,** ☐ **No** ☐ **N/A**

SAI 5.1.8 Section 1		
1.29	**Does the certificate holder's Extended Operations (ETOPS) process ensure that no person may dispatch or release for flight a turbine-engine powered airplane with more than two engines for a flight more than 90 minutes (with all engines operating at cruise power) from an Adequate Airport unless:**	
1.29.1	**The airplane has enough fuel to meet the requirements of 121.645(b)? SRRs: 121.646(a)(1)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.29.2	**The airplane has enough fuel to fly to the Adequate Airport (Assume a rapid decompression at the most critical point and assume a descent to a safe altitude in compliance with the oxygen supply requirements of 121.333 and consider the expected wind and other weather conditions? SRRs: 121.646(a)(2)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.29.3	**The airplane has enough fuel to hold for 15 minutes at 1500 feet above field elevation and conduct a normal approach and landing? SRRs: 121.646(a)(3)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.30	**Does the certificate holder's Extended Operations (ETOPS) process ensure that no person may dispatch or release for flight an ETOPS flight unless, considering wind and other weather conditions expected, it has the fuel otherwise required by this part? SRRs: 121.646(b)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.31	**Does the certificate holder's Extended Operations (ETOPS) process ensure that no person may dispatch or release for flight an ETOPS flight unless, considering wind and other weather conditions expected, it has enough fuel to fly to an ETOPS Alternate Airport while accounting for rapid decompressions and engine failures, all the while considering that the airplane must carry the greater of the following:**	
1.31.1	**Sufficient fuel to fly to an ETOPS Alternate Airport assuming a rapid decompression at the most critical point followed by**	☐ **Yes,**

	descent to a safe altitude in compliance with the oxygen supply requirements of 121.333 of this chapter? SRRs: 121.646(b)(1)(i)(A)	☐ **No** ☐ **N/A**
1.31.2	**Sufficient fuel to fly to an ETOPS Alternate Airport (at the one-engine-inoperative cruise speed) assuming a rapid decompression and a simultaneous engine failure at the most critical point followed by descent to a safe altitude in compliance with the oxygen requirements of 121.133 of this chapter? SRRs: 121.646(b)(1)(i)(B)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.31.3	**Sufficient fuel to fly to an ETOPS Alternate Airport (at the one engine inoperative cruise speed) assuming an engine failure at the most critical point followed by descent to the one engine inoperative cruise altitude? SRRs: 121.646(b)(1)(i)(C)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.32	**Does the certificate holder's Extended Operations (ETOPS) process ensure that no person may dispatch or release for flight an ETOPS flight unless, considering wind and other weather conditions expected, it has enough fuel to fly to an ETOPS Alternate Airport while accounting for errors in wind forecasting and:**	
1.32.1	**In calculating the amount of fuel required by paragraph (b)(1)(i) of this section, the certificate holder must increase the actual forecast wind speed by 5% (resulting in an increase in headwind or a decrease in tailwind) to account for any potential errors in wind forecasting? SRRs: 121.646(b)(1)(ii)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.32.2	**If a certificate holder is not using the actual forecast wind based on a wind model accepted by the FAA, the airplane must carry additional fuel equal to 5% of the fuel required for paragraph (b)(1)(i) of this section, as reserve fuel to allow for errors in wind data? SRRs: 121.646(b)(1)(ii)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.33	**Does the certificate holder's Extended Operations (ETOPS) process ensure that no person may dispatch or release for flight an ETOPS flight unless, considering wind and other weather conditions expected, it has enough fuel to fly to an ETOPS Alternate Airport while accounting for icing and in calculating the amount of fuel required by paragraph (b)(1)(i) of this section (after completing the wind calculation in paragraph (b)(1)(ii) of this section), the certificate holder must ensure that, in anticipation of possible icing during the diversion, the airplane carries the greater of:**	
1.33.1	**The fuel that would be burned as a result of airframe icing during 10 percent of the time icing is forecast (including the fuel used by engine and wing anti-ice during this period)? SRRs: 121.646(b)(1)(iii)(A)**	☐ **Yes,** ☐ **No** ☐ **N/A**

1.33.2	**The fuel that would be used for engine anti-ice, and if appropriate wing anti-ice, for the entire time during which icing is forecast? SRRs: 121.646(b)(1)(iii)(B)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.34	**Does the certificate holder's Extended Operations (ETOPS) process ensure that no person may dispatch or release for flight an ETOPS flight unless, considering wind and other weather conditions expected, it has enough fuel to fly to an ETOPS Alternate Airport while accounting for engine deterioration and:**	
1.34.1	**In calculating the amount of fuel required by paragraph (b)(1)(i) of this section (after completing the wind calculation in paragraph (b)(1)(ii) of this section), the airplane also carries fuel equal to 5% of the fuel specified above, to account for deterioration in cruise fuel burn performance unless the certificate holder has a program to monitor airplane in-service deterioration to cruise fuel burn performance? SRRs: 121.646(b)(1)(iv)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.35	**Does the certificate holder's Extended Operations (ETOPS) process ensure that no person may dispatch or release for flight an ETOPS flight unless, considering wind and other weather conditions expected, it has enough fuel to account for holding, approach, and landing and:**	
1.35.1	**In addition to the fuel required by paragraph (b)(1) of this section, the airplane must carry fuel sufficient to hold at 1500 feet above field elevation for 15 minutes upon reaching an ETOPS Alternate Airport and then conduct an instrument approach and land? SRRs: 121.646(b)(2)**	☐ **Yes,** ☐ **No** ☐ **N/A**
1.36	**Does the certificate holder's Extended Operations (ETOPS) process ensure that no person may dispatch or release for flight an ETOPS flight unless, considering wind and other weather conditions expected, it has enough fuel to account for APU use and:**	
1.36.1	**If an APU is a required power source, the certificate holder must account for its fuel consumption during the appropriate phases of flight? SRRs: 121.646(b)(3)**	☐ **Yes,** ☐ **No** ☐ **N/A**

Section 1 Flight Crew		
1.1	**Does the air carrier's manual provide instructions and information necessary to allow flightcrews to determine if the dispatched fuel quantity is appropriate prior to departure? (If yes, include a description of the instruction and information in the yes comments text box)**	☐ **Yes,** ☐ **No**
1.2	**Does the air carrier's manual provide instructions and information necessary to allow flightcrews to determine when to advise air traffic control (ATC) of a minimum fuel status, as defined in the Aeronautical Information Manual (AIM)? (If yes, include a description of the instruction and information in the yes comments text box)**	☐ **Yes,** ☐ **No**
1.3	**Does the air carrier require flightcrews to complete any reports when, during a flight, a minimum fuel advisory has been made to ATC? (If yes, include a description of the instruction and information in the yes comments text box) (If no, check the NA answer for the next three sub-questions and go to question 1.4)**	☐ **Yes,** ☐ **No**
1.3.1	**Did the air carrier collect or accept reports from flightcrews of any minimum fuel advisories made during 2005? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
1.3.2	**Did the air carrier collect or accept reports from flightcrews of any minimum fuel advisories made during 2006? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
1.3.3	**Did the air carrier collect or accept reports from flightcrews of any minimum fuel advisories made during 2007? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
1.4	**Does the air carrier's manual provide instructions and information necessary to allow flightcrews to determine when to declare an emergency due to low fuel? (If yes, include a description of the instruction and information in the yes comments text box)**	☐ **Yes,** ☐ **No**
1.5	**Does the air carrier require flightcrews to complete any reports when, during a flight, an emergency due to low fuel is declared to ATC? (If yes, include a description of the instruction and information in the yes comments text box) (If no, check the NA answer for the next three sub-questions and go to question 2.1)**	☐ **Yes,** ☐ **No**

1.5.1	**Did the air carrier collect or accept reports from flightcrews of any emergencies due to low fuel declared to ATC during 2005? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
1.5.2	**Did the air carrier collect or accept reports from flightcrews of any emergencies due to low fuel declared to ATC during 2006? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
1.5.3	**Did the air carrier collect or accept reports from flightcrews of any emergencies due to low fuel declared to ATC during 2007? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**

Section 2 Dispatch		
2.1	**Does the air carrier employ dispatchers? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No**
2.2	**Does the air carrier employ flight followers? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No**
2.3	**Does the air carrier's manual provide instructions and information describing how dispatchers are scheduled for their shifts? (If yes, include a description of the instruction and information in the yes comments text box)**	☐ **Yes,** ☐ **No**
2.4	**Does the air carrier's manual provide instructions and information describing their target staffing level for each dispatcher's shift in domestic operations? (If yes, include a description of the instruction and information in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.5	**Does the air carrier's manual provide instructions and information describing their target staffing level for each dispatcher's shift in flag operations? (If yes, include a description of the instruction and information in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.6	**Does the air carrier's manual provide instructions and information describing their target staffing level for each dispatcher's shift in flag operations covering Latin American? (If yes, include a description of the instruction and information in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.7	**Does the air carrier's manual provide instructions and information describing their target staffing level for each dispatcher's shift in flag operations covering Pacific operations? (If yes, include a description of the instruction and information in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.8	**For an air carrier conducting domestic and flag operations, does their manual provide instructions and information describing how many dispatchers will be assigned exclusively to domestic flights? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.9	**For an air carrier conducting domestic and flag operations, does their manual provide instructions and information describing how many dispatchers will be assigned exclusively to flag operations? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**

2.10	**For air carries conducting domestic and flag operations, does their manual provides instructions and information describing dispatcher's assignments in flag operations exclusive to Atlantic flights? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.11	**For an air carrier conducting domestic and flag operations, does their manual provides instructions and information describing dispatcher's assignments in flag operations exclusive to Latin America flights? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.12	**For an air carrier conducting domestic and flag operations, does their manual provides instructions and information describing dispatcher's assignments in flag operations exclusive to Pacific flights? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.13	**For an air carrier conducting flag operations, were any flights re-dispatched or re-released en route due to low fuel in 2005? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.14	**For an air carrier conducting flag operations, were any flights re-dispatched or re-released en route due to low fuel in 2006? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.15	**For an air carrier conducting flag operations, were any flights re-dispatched or re-released en route due to low fuel in 2007? (If yes, enter the quantity in the yes comments text box)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.16	**Did the air carrier retain records for each flight that was re-dispatched or re-released en route due to low fuel in 2005? (If yes, provide the flight number, date and aircraft type)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.17	**Did the air carrier retain records for each flight that was re-dispatched or re-released en route due to low fuel in 2006? (If yes, provide the flight number, date and aircraft type)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.18	**Did the air carrier retain records for each flight that was re-dispatched or re-released en route due to low fuel in 2007? (If yes, provide the flight number, date and aircraft type)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.19	**Did the air carrier retain records for each domestic flight that diverted to an alternate airport due to low fuel in 2005? (If yes, provide the flight number, date and aircraft type)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.20	**Did the air carrier retain records for each domestic flight that diverted to an alternate airport due to low fuel in 2006?**	☐ **Yes,** ☐ **No**

	(If yes, provide the flight number, date and aircraft type)	☐ **NA**
2.21	**Did the air carrier retain records for each domestic flight that diverted to an alternate airport due to low fuel in 2007? (If yes, provide the flight number, date and aircraft type)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.22	**Did the air carrier retain records for each flag flight that diverted to an alternate airport due to low fuel in 2005? (If yes, provide the flight number, date and aircraft type)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.23	**Did the air carrier retain records for each flag flight that diverted to an alternate airport due to low fuel in 2006? (If yes, provide the flight number, date and aircraft type)**	☐ **Yes,** ☐ **No** ☐ **NA**
2.24	**Did the air carrier retain records for each flag flight that diverted to an alternate airport due to low fuel in 2007? (If yes, provide the flight number, date and aircraft type)**	☐ **Yes,** ☐ **No** ☐ **NA**

Section 3 Miscellaneous		
3.1	**Does the certificate holder's manual contain instructions and information ensuring that, no person may allow a flight to continue to an airport to which it has been dispatched or released unless the weather conditions at an alternate airport that was specified in the dispatch or flight release are forecast to be at or above the alternate minimums specified in the operations specifications for that airport at the time the aircraft would arrive at the alternate airport? (If yes, answer yes or no in sub-question 3.1.1 below) (If no, check the NA answer for sub-question 3.1.1 below and go to question 3.2) SRRs: 121.631(b), 121.135(b)(4), 121.135(a)(1)**	☐ **Yes,** ☐ **No**
3.1.1	**Do the instructions and information described in the certificate holder's manual, described in question 3.1 of this ConDOR (above), include a means for the dispatch or flight release to be amended en route to include any alternate airport that is within the fuel range of the aircraft as specified in Sections 121.639 through 121.647? SRRs: 121.631(b), 121.135(b)(4), 121.135(a)(1)**	☐ **Yes,** ☐ **No** ☐ **N/A**
3.2	**For Flag Operations, does the certificate holder's manual contain instructions and information that ensure no person may dispatch an airplane under IFR or over-the top without an available destination alternate unless the flight is over a route approved without an available alternate airport for a particular destination airport and it has enough fuel to meet the requirements of 14 CFR Part 121.641(b) or 121.645(c) as appropriate? SRRs: 121.621(a)(2), 121.135(a)(1)**	☐ **Yes,** ☐ **No** ☐ **N/A**
3.3	**For Supplemental Operations, does the certificate holder's manual contain instructions and information that ensure no person releases an airplane under IFR or over-the top for flights outside the 48 contiguous States and the District of Columbia over routes without an available alternate airport for a particular airport of destination without unless it has enough fuel to meet the requirements of 14 CFR Part 121.643 or 121.645 as appropriate? SRRs: 121.623(b), 121.135(a)(1)**	☐ **Yes,** ☐ **No** ☐ **N/A**
3.4	**For Flag Operations, does the certificate holder's system specify that the content of the dispatch release must contain, among other requirements, the minimum fuel supply for each flight? SRRs: 121.687(a)(5)**	☐ **Yes,** ☐ **No** ☐ **N/A**
3.5	**For Domestic Operations, does the certificate holder's system specify that the content of the dispatch release must**	☐ **Yes,**

	contain, among other requirements, the minimum fuel supply for each flight? SRRs: 121.687(a)(5)	☐ **No** ☐ **N/A**
3.6	**For Supplemental Operations, does the certificate holder's system specify that the content of the flight release must contain, among other requirements, the minimum fuel supply (in gallons or pounds) for each flight? SRRs: 121.689(a)(6)**	☐ **Yes,** ☐ **No** ☐ **N/A**