

**Docket No. SA-531**

**Exhibit No. 2-II**

**NATIONAL TRANSPORTATION SAFETY BOARD**

**Washington, D.C.**

Operations Group Chairman  
Colgan CFM Section 1 – General Introduction

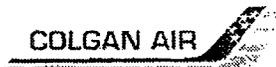
(4 Pages)



REFERENCE: 14 CFR 91.9, 121.133, 121.135, 121.141, 121.173

#### A. GENERAL INTRODUCTION

1. COLGAN AIR complies with the requirement of 14 CFR 121.141 to carry on board an Airplane Flight Manual (AFM), or the equivalent manual (s) described in FAR 121.133. Colgan Air has been authorized to use the CFM as a partial substitute for sections of the Bombardier DHC-8-402 (Q400) AFM as annotated on pages 2 and 3 pages. Collectively, this volume and the documents described in the table on pages 2 and 3, constitute an FAA-approved Company Flight Manual (CFM). This document serve as an interim CFM and is approved and or accepted by the FAA Principal Operations Inspector (POI) for use by COLGAN AIR in the operation of the Bombardier DHC-8-Q400(Q400) aircraft.
2. No person may operate a COLGAN AIR Q400 unless there is available in the aircraft a current, FAA-approved CFM [91.9 (b)(1), 121.141(b)] and the Bombardier DHC-8-Q400 AFM.
3. The performance data in the Airplane Flight Manual applies in determining compliance with 121.175 through 121.197. Where conditions are different from those on which the performance data is based, compliance is determined by interpolation or by computing the effects of changes in the specific variables if the results of the interpolation or computations are substantially as accurate as the results of direct tests. [121.173(d)]
4. COLGAN AIR may revise the AFM operating procedures and the presentation of performance data in this manual if the revisions are approved by the administrator and clearly identified as airplane flight manual requirements. Where conditions are different from those on which the performance data is based, compliance is achieved by interpolation or interpolation is permitted in the computation instructions. [121.141(b)].
5. In accordance with 121,141(b) the references in column three, of the table on pages 2 and 3, provide an alternate means of compliance for listed sections of the AFM.



# DASH 8 Q 400 COMPANY FLIGHT MANUAL

| Required AFM Elements               | AFM References  | Colgan Air CFM Compliance References  |
|-------------------------------------|---|---|
| <b>LIMITATIONS</b>                  | AFM Section 2 Limitations   | The limitations in Section 2 of the Bombardier AFM or the Limitations in Section of the CFM can be utilized.  |
| <b>EMERGENCY PROCEDURES</b>         | AFM Section 3 Emergency Procedures                                      | Emergency procedures are contained in the Bombardier QRH and Colgan Air QRC.<br><br><b>NOTE:</b> For RAPID DEPRESSURIZATION/EMERGENCY DESCENT procedures use the Colgan Air QRC   |
| <b>NORMAL / ABNORMAL PROCEDURES</b> | AFM Section 3 Normal / Abnormal Procedures<br>AFM Section 7 supplements | Normal Procedures are in the Colgan Air CFM Section 3, 4, 5, 9, and 10.<br><br>Abnormal procedures are contained in the Bombardier QRH and the Colgan Air QRC.<br><br>AFM Section 7 Supplements covers use of additional equipment and /or systems. |
| <b>PERFORMANCE</b>                  | AFM Section 5.1 Calibration   | All speeds and altitudes take into account instrument error corrections.  |
|                                     | AFM Flight Capabilities Section 5.2                                     | The speeds listed in the Colgan Air Q400 Speed Cards ensure proper maneuvering speed margin, this margin meets or exceeds all speeds listed in the AFM.   |
|                                     | AFM Performance Conditions and Configurations Section 5.1               | Compliance is assured by following COLGAN AIR CFM Sections 3,4 and 9.   |
|                                     | AFM Power Settings Section 5.1  | AeroData, Inc. provides Takeoff Landing Reports (TLR) that provide flight-specific power settings. AFM or QRH Sec. 3 derived power settings may be used if TLR not available.   |
|                                     | AFM Maximum Allowable Takeoff Weight Section 5.3                        | AeroData, Inc., as described in Section 12 of the CFM   |
|                                     | AFM Takeoff Distance Section 5.5  | Runway limit weights supplied by AeroData, Inc. as described in Section 12 of the CFM   |

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| AFM Takeoff Speeds<br>Section 5.2  | COLGAN AIR Q400 Speed Card takeoff speeds and Aero - Data supplied V1 speeds are taken from the AFM. All temperature and altitude corrections are taken into account in the COLGAN AIR Q400 Speed Cards. |
| AFM Maximum Allowable Brake Temperature<br>Section 5.12                      | Information contained in AFM Section 5.  |
| AFM Obstacle Clearance<br>Section 5.6  | Climb limit weights supplied by AeroData, Inc. as described in Section 12 of the CFM   |
| AFM En route Performance, Final Segment and En route Gradient<br>Section 5.7 | Climb limit weights and special departure requirements supplied by AeroData, Inc. as described in Section 12 of the CFM  |
| AFM Approach and Landing Climb Gradients<br>Section 5.9                      | Landing limit weights supplied by AeroData, Inc. as described in Section 12 of the CFM.  |
| AFM Landing Performance<br>Section 5.8 and 5.11                              | Landing limit weights supplied by AeroData, Inc. as described in Section 12 of the CFM   |
| AFM Landing Speeds<br>Section 5.8  | Aerodata, Inc. as described in Section 12 of the CFM , through the TLR and Landing Data Report provide temperature and altitude corrected reference speeds. AFM data may also be used..                  |

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| <b>LOADING<br/>INFORMATION</b> | Generic loading information, not provided in the AFM, is contained in the Bombardier Q400 Weight and Balance manual (Not part of the aircraft library). | Section 12 of the CFM |
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