

**6.18 Terminations Short of Destination FAR 135.67**

- A. If it is necessary to deviate from the airport of intended destination due to weather, other hazards or mechanical difficulties on any flight, the pilot in command will call the company office as soon as possible, giving complete details concerning the deviation: when the flight can resume, what has been done for the care of the passengers, etc. The Company is obligated to assist passengers in every way possible at locations other than the departure airport or the airport of intended destination. Assistance should not exceed what is reasonably expected.
- B. In the event the flight cannot continue due to weather or maintenance considerations, the director of operations will be contacted for a decision on further support. As the situation warrants he will determine if another aircraft and crew will be dispatched or use ground transportation to complete the trip.

**6.19 Terminal Arrivals**

- A. Flights entering non-radar terminal areas will use all appropriate radio frequencies, i.e., approach, tower and unicom to assist in locating potential conflicting traffic while penetrating the non-radar terminal area. Additionally, they will utilize those available frequencies to advertise their position to other aircraft. The "see and avoid" rule is mandatory for safety. It is advisable to penetrate those non-radar terminals with landing lights on to enhance the visibility of the aircraft.
- B. Flights arriving in the terminal area IFR under radar surveillance will comply with published procedures of the FAA for those operations. Pilots will also be vigilant for operations conducted VFR and not in accordance with established rules and procedures. The procedures for non-radar terminal arrivals are also applicable to IFR operations.
- C. No airborne radio equipment will be used for navigation or approach that has not been properly tuned and identified. All usable radio equipment will be tuned and used on an appropriate primary approach facility when the reported ceiling is 800 feet or below or the visibility is two miles or less.
- D. In VFR operations conducted at unfamiliar airports, pilots are encouraged to request the primary instrument approach in VFR conditions to enhance safety and eliminate confusion due to lack of familiarity with the airport.

**6.20 Deplaning Passengers**

- A. Crewmembers will ensure passengers remain in their seats until the aircraft is parked and the passenger loading side engine is shut down. Caution should be exercised in deplaning passengers on ramp areas where other aircraft are operating engines.
- B. Crewmembers will assist passengers into the terminal area or clear of the aircraft before resuming operations.