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18. Responsibility of the Captain

- A. The Captain is responsible for the following:
- (1) Command of the aircraft. The Captain is directly responsible for, and is the final authority as to, the operation of the aircraft.
 - (2) Safety of the Crew, Jumpseaters, cargo, and equipment, and overall safe conduct of the flight consistent with good judgment.
 - (3) Compliance with Federal Aviation and Company Regulations.
 - (4) Supervision of Crewmembers in flight and during the period of flight preparation and termination of particular assigned flight.
 - (5) The continual training, development and evaluation of First Officers in techniques, methods, and day-to-day activities in accordance with ABX Air, Inc. policy and standard operating procedures.
 - (6) Counseling of Crewmembers, as necessary.
 - (7) The Captain shall monitor the performance of the First Officer throughout all phases of flight. If a deficiency is noted, he will assume physical control of the aircraft.
 - (8) Discussions of Crew activities with Crewmembers at time of assignment and periodically during such assignment.
 - (9) Ensure all Jumpseaters are thoroughly briefed:
Before each takeoff, the Pilot-In-Command of an airplane carrying Jumpseaters shall ensure that all Jumpseaters have been orally briefed on smoking, use of safety belts, location and means for opening the Jumpseaters entry door and emergency exits, baggage stowage, location of survival equipment, ditching procedures and the use of flotation equipment required under FAR 121.339 for a flight over water, and the normal and emergency use of oxygen equipment installed in the airplane.
 - (10) It is the responsibility of the Captain to assure that there is a thorough understanding with other Crewmembers on the following:
 - (a) Assignment of duties in the cockpit as prescribed by the Standard Operating Methods and Emergency Procedures section of the appropriate Airplane Operating Manual.
 - (b) The method by which control of the airplane is transferred from the Captain to the First Officer during a takeoff to be made by the First Officer, and transfer of control from the First Officer to the Captain during the landing roll following a landing by the First Officer.

Attachment H



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(c) Allocation of individual duties with respect to operation of radio, ATC holding procedures, approach and departure procedures, tower contacts, missed approach procedures, and collision avoidance.

(11) Prior to departing for a Non-Domicile airport it will be the Captain's responsibility to insure that all Crewmembers are present or accounted for. This does not negate the First Officer's responsibility to communicate with the Captain and advise him of intended deviations.

Note: All Crewmembers, before leaving the layover hotel will check with the Captain and be ready for the normal departure time. If any Flight Crewmember does not show up at Crew departure time, the other Crewmember will contact Flight Control to determine the missing Crewmember's whereabouts.

B. The Captain's command of the aircraft begins when he reports for duty at the aircraft and terminates when the aircraft is accepted by "Qualified Flight, Ground or Maintenance Personnel". In areas involving Flight Releases, loading, ramp parking, gate parking, departure procedures, push back, and engine starting, there is obviously a shared responsibility between the Captain and other appropriate personnel.

19. Responsibility of First Officer

Should the Captain become incapacitated, the First Officer will assume the command and the responsibilities of the Captain. He will, therefore, learn the duties and responsibilities of the Captain, in addition to performing his own regular assignments.

20. Airmen Limitations On Use of Services (121.383)

- A. FAR 121.383 doesn't allow the services of a pilot on an airplane to engage in 121 operations after reaching his/her 65th birthday.
- B. Does not allow the services of any person as a pilot in command in operations under this part between the United States and another country, or in operations between other countries, if that person has reached his or her 60th birthday unless there is another pilot in the flight deck crew who has not yet attained 60 years of age.