



TEXAS TECH UNIVERSITY SYSTEM™

Office of Risk Management

Commercial and Charter/Donor Air Travel

Commercial air (Southwest, Delta, American and the like)

Risk level - Minimal

Request opportunity to review insurance certificate.

ORM does not use ARG/US because these are Part 121 operators. ARG/US does not vet Part 121 because the FAA regs are quite rigorous.

Charter Operators and Owners (Part 135)

Risk level - Moderate and manageable

Aircraft include commercial style and smaller private aviation type aircraft.

STM, an operator, is an example of commercial style aircraft with seating for 30 plus.

Wheels Up is an example of the smaller private aviation aircraft, Beech, King Air, Lear, etc.

Individual owners and donor provided aircraft.

Risk level - High and manageable

ORM protocol

Commercial air (Part 121)


- Review evidence of insurance to assure it is current. No other vetting requested or required.

Charter Operators and Owners (Part 135)


- Vet through ARG/US during RFP process for safety record. Highly recommend Gold status or better.
- Rely on affirmations within their contract with TTU to assure pilots assigned are qualified in type for the duties assigned.

Individual Owners and donor provided aircraft

- Vet through ARG/US for safety record prior to executing contract.
- Review and comment on evidence of insurance.
- Run TripCHEQ prior to departure to assure pilots are qualified in type for duties assumed or assigned.



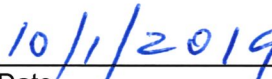
Gary Barnes



Date



Steve Bryant



Date