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A001. Issuance and Applicability

HQ Control: 05/09/03
HQ Revision: 02c

- a. These operations specifications are issued to Global Aviation, Inc., whose principal base of operation is located at:

Primary Business Address:
2250 NE 25th AVE
Hillsboro, OR 97124

The holder of these operations specifications is the holder of Air Carrier Certificate Number G73A732I and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

| | | | | |
|--------------------|-------------------------|--|------------------------------|--|
| On Demand (135) | operations in Common | carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section | 119.21(a)(5)-On Demand135 | and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation. |
|--------------------|-------------------------|--|------------------------------|--|

The certificate holder shall conduct these kinds of operations in accordance with the specific authorizations, limitations, and procedures in these operations specifications and all appropriate Parts of the CFR.

- b. These operations specifications are effective as of the "Date Approval is effective" listed in each paragraph and shall remain in effect as long as the certificate holder continues to meet the requirements of Part 119 as specified for certification.
- c. The certificate holder is authorized to use only the business name which appears on the certificate to conduct the operations described in subparagraph a.
- d. The certificate holder is authorized to conduct flights under 14 CFR Part 91 for crewmember training, maintenance tests, ferrying, re-positioning, and the carriage of company officials using the applicable authorizations in these operations specifications, without obtaining a Letter of Authorization, provided the flights are not conducted for compensation or hire and no charge of any kind is made for the conduct of the flights.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Moved to IOPSS
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/14/2005 5:09:37 PM

Judge, John L.

Principal Operations Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 4
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/14/2005 5:09:37 PM

Lockhart, Brian D.

Director of Maintenance

Date: 09/14/2005

A002 . Definitions and Abbreviations

HQ Control: 04/04/2011

HQ Revision: 11a

Unless otherwise defined in these operations specifications, all words, phrases, definitions, and abbreviations have identical meanings to those used in Title 14 Code of Federal Regulations (CFR) and Title 49 United States Code as cited in Public Law 103-272, as amended. Additionally, the definitions listed below are applicable to operations conducted in accordance with these operations specifications.

| Term or Terms | Definition |
|---|---|
| <u>Agent(s)</u> | The significance of the words “agent” and “agents” as used in these operations specifications is that the certificate holder is the principal and that the certificate holder is accountable and liable for the acts or omissions of each of its agent or agents. |
| <u>Air Ambulance Aircraft</u> | An aircraft used in air ambulance operations. The aircraft must be equipped with at least medical oxygen, suction, and a stretcher, isolette, or other approved patient restraint/containment device. The aircraft need not be used exclusively as an air ambulance aircraft and the equipment need not be permanently installed. |
| <u>Air Ambulance Operations</u> | (a) Air transportation of a person with a health condition that requires medical personnel as determined by a health care provider; or (b) Holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider and (c) Uses an air ambulance aircraft, either fixed wing or helicopter. |
| <u>Airways Navigation Facilities</u> | Airways navigation facilities are those ICAO Standard Navigation Aids (VOR, VOR/DME, and/or NDB) which are used to establish the en route airway structure within the sovereign airspace of ICAO member states. These facilities are also used to establish the degree of navigation accuracy required for air traffic control and Class I navigation within that airspace. |
| <u>Authority</u> | A power that a person is vested with. |
| <u>Auto Flight Guidance System (AFGS)</u> | Aircraft systems, such as an autopilot, auto throttles, displays, and controls, that are interconnected in such a manner so as to allow the crew to automatically control the aircraft’s lateral and vertical flightpath and speed. A flight management system is sometimes associated with an AFGS. |

Automatic Dependent Surveillance (ADS) A function for use by air traffic services in which the ADS equipment in the aircraft automatically transmits data derived from on-board navigation systems via a datalink. As a minimum, the data include aircraft identification and three-dimensional position. ADS is sometimes referred to as ADS-A or ADS-Contract (e.g., a communications contract between the aircraft communications/surveillance system and an air traffic facility or service provider only).

Automatic Dependent Surveillance-Broadcast (ADS-B) ADS-B is a function on an aircraft or surface vehicle operating within the surface movement area that periodically broadcasts via datalink its state vector (horizontal and vertical position, horizontal and vertical velocity) and other information. ADS-B is Automatic in that it requires no external stimulus to elicit a transmission. ADS-B is Dependent because it relies on on-board navigation sources. ADS-B Surveillance information is provided, via data link, to any users (either aircraft or ground-based) within range of the Broadcast signal.

Available Landing Distance (ALD) ALD is that portion of a runway available for landing and roll-out for aircraft cleared for land and hold short operations (LAHSO). This distance is measured from the landing threshold to the hold-short point.

Category I Instrument Approach A Category I instrument approach is any authorized precision or nonprecision instrument approach which is conducted with a minimum height for IFR flight not less than 200 feet (60 meters) above the touchdown zone and a minimum visibility/RVV not less than 1/2 statute mile or RVR 1800 (for helicopters, 1/4 statute mile or RVR 1600).

Certificate Holder In these operations specifications the term "certificate holder" shall mean the holder of the certificate described in Part A paragraph A001 and any of its officers, employees, or agents used in the conduct of operations under these operations specifications.

Class I Navigation Class I navigation is any en route flight operation or portion of an operation that is conducted entirely within the designated Operational Service Volumes (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). Class I navigation also includes en route flight operations over routes designated with an "MEA GAP" (or ICAO equivalent). En route flight operations conducted within these areas are defined as "Class I navigation" operations irrespective of the navigation means used. Class I navigation includes operations within these areas using pilotage or any other means of navigation which does not rely on the use of VOR, VOR/DME, or NDB.

Class II Navigation Class II navigation is any en route flight operation which is not defined as Class I navigation. Class II navigation is any en route flight operation or portion of an en route operation (irrespective of the means of navigation) which takes place outside (beyond) the designated Operational Service Volume (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). However, Class II navigation does not include en route flight operations over routes designated with an

"MEA GAP" (or ICAO equivalent).

Cockpit Display of
Traffic Information
(CDTI)

A CDTI is a generic display that provides a flightcrew with surveillance information about other aircraft including their position. Traffic information for a CDTI may be obtained from one or multiple sources (including ADS-B, TCAS, and traffic information services) to provide improved awareness of proximate aircraft and as an aid to visual acquisition as part of the normal see and avoid operations both in the air and on the ground.

Decision Altitude
(Height)

DA(H) is a specified minimum altitude in an instrument approach procedure by which a missed approach must be initiated if the required visual reference to continue the approach has not been established. The 'altitude' value is typically measured by a barometric altimeter; the 'height' value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]

Dual-Certificated-
Noise Compliance

For purposes of noise compliance rules, dual-certificated airplanes are those that are certificated to operate in either a Stage 2 or Stage 3 configuration. The only airplanes dual certificated by the FAA were certain Boeing 747's, -300 series or earlier. For noise compliance purposes, these airplanes are considered Stage 2 unless the operator gets a supplemental type certificate to make the airplane Stage 3 only, or unless the operator voluntarily limits the operation to Stage 3 only.

Duty

A task or function a person must do.

Fault Detection and
Exclusion (FDE)

FDE technology allows onboard GPS equipment to automatically detect a satellite failure that effects navigation and to exclude that satellite from the navigation solution.

Flight Management
Systems (FMS)

An integrated system used by flightcrews for flight planning, navigation, performance management, aircraft guidance, and flight progress monitoring.

Free Flight

A safe and efficient flight operating capability under instrument flight rules in which the operators have the freedom to select a path and speed in real time. Air traffic restrictions are imposed only to ensure separation, to preclude exceeding airport capacity, to prevent unauthorized flight through special use airspace, and to ensure safety of flight. Restrictions are limited in extent and duration to correct the identified problem. Any activity that removes restrictions represents a move toward Free Flight.

Global Position
System (GPS)
Landing System
(GLS)

GLS is a differential GPS-based landing system providing both vertical and lateral position fixing capability. The term GLS may also be applied to any GNSS-based differentially corrected landing system.

Helicopter
Emergency Medical
Service

Helicopter emergency medical service (HEMS) is
(a) Air transportation by helicopter of a person with a health condition that requires medical personnel as determined by a health care provider; or
(b) Holding out to the public as willing to provide air transportation by helicopter to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider.
(c) Helicopter emergency medical evacuation service (HEMES)

ILS-PRM

The simultaneous close parallel ILS approaches are enabled through the implementation of special precision runway monitoring (PRM) equipment operated by Air Traffic Control at certain airfields for some runways. These approaches are included in 14 CFR Part 97 as "ILS PRM." This operation comprises two instrument landing systems (ILS), each aligned with its respective runway and parallel to each other. ILS/PRM permits simultaneous instrument approach operations to parallel runways spaced less than 4,300 feet apart, but no less than 3,000 feet.

Imported Airplane-
Noise Compliance

For purposes of the noise compliance rules, an imported airplane is a Stage 2 airplane of 75,000 pounds or more that was purchased by a U.S. person from a non-U.S. owner on or after November 5, 1990. [Under the non addition rule (see 14 CFR § 91.855), an imported airplane may not be operated to or from any airport in the contiguous United States. Such airplanes may be owned and registered by U.S. persons but are limited to operation outside the contiguous United States.]

JAA JAR-OPS-1

Joint Aviation Authorities (JAA) Joint Aviation Requirements (JAR) operational agreements (OPS). The European JAA adopted common operational guidance for all Member States in order to harmonize the rules within those States. The JAR-OPS-1, is part 1 of the operational agreement and comprises the operational requirements applicable to commercial air transportation fixed wing aircraft.

LDA/PRM (SOIA)

This operation comprises one ILS and one localizer type directional aid (LDA) with glide slope. The ILS is aligned with its runway, but the LDA serving the second runway is offset (no more than 3 degrees) from a parallel track. This offset permits simultaneous instrument approach operations to parallel runways spaced less than 3,000 feet apart, but no less than 750 feet. Because of the offset, this operation is also known as a simultaneous offset instrument approach (SOIA).

Lease

A lease is where an aircraft owner transfers possession and use of a specific aircraft to a lessee for a fixed period. In a lease, as opposed to other types of custody/use agreements, the lessee has the right to possess and use the aircraft even if the aircraft owner needs the aircraft returned, assuming the lessee has made timely payments and is properly maintaining the aircraft. In accordance with Section 119.53(b), the certificate holder

may not wet lease from or enter into any wet leasing arrangement with any person not authorized by the FAA to engage in common carriage operations under 14 CFR Parts 121 or 135 (as appropriate), whereby that other person provides an aircraft and at least one crewmember to the certificate holder.

Life Vest, Non-Quick-Donning

A non-quick-donning life vest is one which must be removed from its container, placed over the wearer's head, and/or requires additional steps beyond inflation to make it ready to use for its intended purpose.

Life Vest, Quick-Donning

A quick-donning life vest is fastened around a person in a manner which requires the wearer only to pull on a single tab and lift the life vest over his/her head. At this point the life vest needs only to be inflated to be ready to use for its intended purpose.

Local Flying Area

An area designated by the operator in which air ambulance services will be conducted. Each local flying area should be defined in a manner acceptable to the operator, the local Flight Standards District Office, and the Principal Operations Inspector, taking into account the operating environment, the geographic terrain features, and the capabilities of the aircraft.

Major Contract Training

Any flight training, flight testing, or flight checking leading to and maintaining certification and qualification of air carrier flightcrew members in accordance with the requirements (maneuvers and procedures) explicitly stated in 14 CFR Parts 61, 121, or 135; or in SFAR 58 Advanced Qualification Program (AQP), as applicable.

Medical Crewmember

A person with medical training who is assigned to provide medical care and other crewmember duties related to the aviation operation during flight.

Minimum Descent Altitude (Height)

MDA(H) is the lowest altitude in an instrument approach procedure to which a descent is authorized on final approach or during circle-to-land maneuvering. The 'altitude' value is typically measured by a barometric altimeter; the 'height' value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) or height above airport (HAA) published elevation. The (H) is used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]

Operational Service Volume

The Operational Service Volume is that volume of airspace surrounding a NAVAID which is available for operational use and within which a signal of usable strength exists and where that signal is not operationally limited by co-channel interference. Operational Service Volume includes all of the following:

- (1) The officially designated Standard Service Volume excluding any portion of the Standard Service Volume which has been restricted.
- (2) The Expanded Service Volume.

- (3) Within the United States, any published instrument flight procedure (victor or jet airway, SID, STAR, SIAP, or instrument departure).
- (4) Outside the United States, any designated signal coverage or published instrument flight procedure equivalent to U.S. standards.

Outsourced Training Any training, testing, or checking activity which an air carrier certificate holder provides by way of a contract arrangement with another party.

Parabolic Flight Operations Parabolic flight operations are aerobatic maneuvers in which the aircraft is intentionally pitched in excess of 30 degrees above and 30 degrees below the horizon in a repeated fashion for the specific purpose of exposing the participants to reduced or zero gravity conditions.

Planned Redispatch or ReRelease EnRoute The term "planned redispatch or rerelease en route" means any flag operation (or any supplemental operation that includes a departure or arrival point outside the 48 contiguous United States and the District of Columbia) that is planned before takeoff to be redispatched or rereleased, in accordance with 14 CFR 121.631(f), at a predetermined point along the route of flight to an airport other than that specified in the original dispatch or flight release.

Polar Area (North) The north polar area of operations is that area that lies north of latitude N 78° 00'.

Qualified Local Observer A person who provides weather, landing area, and other information as required by the operator, and has been trained by the operator under a training program approved by the Principal Operations Inspector.

Raw Terrain Raw terrain is devoid of any person, structure, vehicle or vessel.

Receiver Autonomous Integrity Monitoring (RAIM) RAIM is a function that considers the availability of satisfactory signal integrity broadcasted from the particular GPS satellites used during a given flight. Onboard GPS navigators accomplish this automatically as the aircraft proceeds along its route. When insufficient signal integrity is detected an alarm is provided to the flightcrew. Using the predictive RAIM software flightcrews and dispatchers know in advance whether or not suitable GPS navigation will be available throughout the flight. This predictive information may also be determined during flight planning by contacting an FAA Flight Service Station.

Reliable Fix A "reliable fix" means station passage of a VOR, VORTAC, or NDB. A reliable fix also includes a VOR/DME fix, an NDB/DME fix, a VOR intersection, an NDB intersection, and a VOR/NDB intersection provided course guidance is available from one of the facilities and the fix lies within the designated operational service volumes of both facilities which define the fix.

Required Navigation Performance (RNP) A statement of navigation performance necessary for operations within a defined airspace.

| | |
|---|---|
| <u>Required Navigation Performance (RNP) Time Limit</u> | Applies to aircraft equipped with INS or IRU systems where those systems provide the means of navigation to navigate to the degree of accuracy required by ATC. The FAA-approved time in hours--after the system is placed in navigation mode or is updated en route--that the specific INS or IRU make/model can meet a specific RNP type on a 95% probability basis. It is used to establish the area of operations or routes on which the aircraft/navigation system is qualified to operate. |
| <u>Required Navigation Performance (RNP) Type</u> | A value typically expressed as a distance in nautical miles from the intended position within which an aircraft would be for at least 95 percent of the total flying time. For example, RNP-4 represents a lateral and longitudinal navigation accuracy of 4 nm on a 95 percent basis. Note: Applications of RNP to terminal area and other operations may also include a vertical component. |
| <u>Responsibility</u> | Something a person is accountable for. |
| <u>Runway</u> | In these operations specifications the term "runway" in the case of land airports, water airports and heliports, and helipads shall mean that portion of the surface intended for the takeoff and landing of land airplanes, seaplanes, or rotorcraft, as appropriate. |
| <u>Simultaneous offset instrument approach (SOIA)</u> | See definition for LDA/PRM. |
| <u>Sustainable Transfer</u> | A sustainable transfer is a transfer of operational control, without any impediment, by a contract, agreement, lease, or other written or verbal arrangement between the owner, lessor, or other entity, and any other entity, that restricts any person or entity from transferring operational control to the certificate holder. Examples of such impediments are lease, mortgage, insurance, management agreements, and other agreements which limit the use of the aircraft to a particular party or purpose other than the certificate holder and its authorized kinds of operation. |
| <u>VFR Station-Referenced Class I Navigation</u> | VFR station-referenced Class I navigation is any operation conducted within the operational service volumes of ICAO standard navigation aids under visual flight rules (VFR) which uses nonvisual navigation aids (stations), such as VOR, VOR/DME, or NDB as the primary navigation reference. VFR station-referenced Class I navigation includes Class I navigation conducted on-airways and off-airway routings predicated on airways navigation facilities. These operations also include Class I navigation using an area navigation system which is certificated for IFR flights over the routes being flown. |
| <u>Wide Area Augmentation System (WAAS)</u> | WAAS has been developed to improve the accuracy, integrity, availability, and reliability of GPS signals. WAAS utilizes a fixed localized ground station to calculate GPS integrity and correction data, then broadcasts this information through the GPS satellites to GPS/WAAS users along with ranging signals. It is a safety critical system consisting of a ground |

network of reference and integrity monitor data processing sites which assess current GPS performance, as well as a space segment that broadcasts that assessment to GNSS users to support IFR navigation.

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.04.20 15:13:11 Central Daylight Time
Location: WebOPSS
Digitally signed by Bruce L Stephanson,
Principal Maintenance Inspector (NM09)

4. Date Approval is effective: 04/20/2011 Amendment Number: 6
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.04.27 20:34:16 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart on behalf of
Lockhart, Brian D., Director of Maintenance

Date: 04/20/2011

A003 . Aircraft Authorization

HQ Control: 03/10/2011
HQ Revision: 02h

The certificate holder is authorized to conduct operations under the provisions of Title 14 CFR Part 135 using aircraft with the approved configuration and operations described in the following table:

| M/M/S | Type Section 119 | Operation Configuration | Class/Category Operation | En Route | Condition of Flight |
|-------------|--------------------------|-------------------------|--------------------------|----------|---------------------|
| BD-700-1A10 | 119.21(a)(5) - ON DEMAND | PAX and Cargo | MEL | IFR/VFR | Day/Night |
| CL-600-2B16 | 119.21(a)(5) - ON DEMAND | PAX and Cargo | MEL | IFR/VFR | Day/Night |
| HS-125-800 | 119.21(a)(5) - ON DEMAND | PAX and Cargo | MEL | IFR/VFR | Day/Night |
| LR-35-A | 119.21(a)(5) - ON DEMAND | PAX and Cargo | MEL | IFR/VFR | Day/Night |
| LR-45-45 | 119.21(a)(5) - ON DEMAND | PAX and Cargo | MEL | IFR/VFR | Day/Night |

removed HS-125-800XP and CE-525-525

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.03 10:17:26 Central Daylight Time
Location: WebOPSS
Digitally signed by Bruce L. Stephanson,
Principal Maintenance Inspector (NM09)

4. Date Approval is effective: 04/27/2011 Amendment Number: 17
5. I hereby accept and receive the Operations Specifications in this paragraph.

2011.04.27 17:40:21 Central Daylight Time
Location: WebOPSS
Digitally signed by Ephraim F Ingals

Date: 04/27/2011

Print Date: 4/27/2011

A003-2
Global Aviation, Inc.

Certificate No.: G73A732I

A004 . Summary of Special Authorizations and Limitations

HQ Control: 08/03/2001

HQ Revision: 000

a. The certificate holder, in accordance with the reference paragraphs, is authorized to:

| | Reference Paragraphs |
|---|-------------------------|
| Use an approved carry-on baggage program. | A011 |
| Determine ground icing conditions for the purpose of flight [using an approved deicing/anti-icing procedure IAW CFR Section 135.227(b)(3)]. | A023 |
| Make arrangements with training centers and other organizations for certificate holder training in accordance with 14 CFR Section 135.324. | A031 |
| Conduct a pretakeoff contamination check during ground icing conditions for Part 135 operators. | A041 |
| Conduct "eligible on-demand operations" as defined in and in accordance with 14 CFR Section 135.4. | A057 |
| Use an electronic flight bag. | A061 |
| Use any combination of actual, standard average (or segmented), or survey-derived average weights in its small cabin aircraft passenger and baggage weight program. | A097 |
| Issue an International Civil Aviation Organization (ICAO) air operator certificate (AOC) through the Operations Safety System (OPSS). | A999 |
| Conduct IFR en route operations. | B032 |
| Conduct Class I navigation using an area navigation system. | B034 |
| Conduct Class I navigation in the U.S. Class A airspace using an area or long-range navigation system. | B035 |
| Conduct Class II navigation using long-range navigation systems. | B036 |
| Conduct operations in Central East Pacific (CEP) airspace. | B037 |
| Conduct operations in North Pacific (NOPAC) airspace. | B038 |
| Conduct operations in North Atlantic minimum navigation performance specifications (NAT/MNPS) airspace. | B039 |
| Conduct operations in reduced vertical separation minimum (RVSM) airspace. | B046 |
| Conduct Class II navigation using single long-range navigation system (S-LRNS). | B054 |
| Operate into/out of or overfly sensitive international area(s) as identified in B450 in accordance with the authorizations, conditions, and limitations of B050. | B450 |
| Conduct terminal instrument operations using specific procedures and landing minima for airplanes. | C051 |
| Conduct operations using basic instrument approach procedures for airplanes. | C052 |
| Conduct IFR approach procedures using special IFR landing minimums for airplanes. | C054 |
| Derive alternate airport weather minimums from the standard table for airplanes. | C055 |
| Use IFR takeoff minimums, 14 CFR Part 135 airplane operations - all airports. | C057 |
| Conduct IFR area navigation (RNAV 1) and/or RNP 1 instrument departure | |

| | |
|--|------|
| procedures (DPs): RNAV 1 and/or RNP 1 Standard Terminal Arrivals Routes (STARs) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA). | C063 |
| Conduct nonscheduled passenger and/or all-cargo, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower. | C064 |
| Conduct airplane IFR circle-to-land approach maneuvers. | C075 |
| Conduct airplane contact approaches using IFR Category I landing minimums. | C076 |
| Conduct certain Part 135 turbojet operations in the terminal area using visual flight rules. | C077 |
| Conduct 14 CFR Part 135 IFR airplane operations using lower than standard takeoff minima. | C079 |
| Conduct continuous airworthiness maintenance programs. | D072 |
| Use an approved aircraft inspection program (AAIP). | D073 |
| Use maintenance time limitations for operators without a reliability program. | D089 |
| Use an approved maintenance program for listed airplanes used in operations in designated RVSM airspace. | D092 |
| Use an approved Minimum Equipment List (MEL). | D095 |
| Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for aircraft engine, propeller, and propeller control (governor). | D101 |
| Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for emergency equipment. | D104 |
| Use weight and balance control procedures. | E096 |

b. The certificate holder is *not authorized and shall not* :

| | Reference Paragraphs |
|--|-------------------------|
| Conduct operations under certain exemptions and/or deviations. | A005 |
| Conduct extended overwater turbojet operations without required emergency equipment. | A013 |
| Conduct special en route IFR operations in Class G airspace. | A014 |
| Use an autopilot in lieu of a second-in-command. | A015 |
| Use an approved security program in helicopter operations. | A017 |
| Conduct scheduled passenger helicopter operations. | A018 |
| Use automotive gasoline as aircraft fuel. | A019 |
| Conduct Part 135 airplane operations without instrument-rated pilots. | A020 |
| Conduct helicopter emergency medical services/air ambulance operations in accordance with 14 CFR Part 135. | A021 |
| Use an approved exit row seat program. | A022 |
| Conduct airplane air ambulance operations under 14 CFR Part 135. | A024 |
| Use an approved electronic recordkeeping system. | A025 |
| Conduct Land and Hold Short Operations (LAHSO) at designated airports and | |

| | |
|---|------|
| specified runway configurations as identified by Air Traffic Services in Notice 7110.118, Appendix 1. | A027 |
| Conduct aircraft wet lease arrangements. | A028 |
| Use an aircraft interchange agreement under 14 CFR Section 119.49. | A029 |
| Adopt flight crewmember flight time limitations rules to establish flight attendant duty & flight time limitations & rest restrictions. | A032 |
| Conduct certain CFR Part 135 operations in accordance with flight and rest time limitations under 14 CFR Sections 135.261 through 135.273. | A033 |
| Conduct operations using an approved Advanced Qualification Program in accordance with 14 CFR Part 121, Subpart Y, subsection 121.901 - 121.925. | A034 |
| Conduct commuter and on-demand operations as a basic Part 135 operator IAW the deviation provisions of Section 135.21(a), and 135.341(a). | A037 |
| Conduct on-demand operations as a basic 14 CFR Part 135 operator IAW the deviation provisions of Sections 135.21(a), 119.69(b), and 135.341(a) | A038 |
| Conduct single pilot-in-command operations as a Part 135 operator IAW the deviation provisions of Section 135.21(a), 119.69(b), and 135.341(a). | A039 |
| Conduct operations as a single pilot operator. | A040 |
| Conduct Part 135 aircraft operations without a deicing/anti-icing procedure. | A042 |
| Conduct Single Engine IFR (SEIFR) Passenger-Carrying Operations Under CFR Part 135. | A046 |
| Conduct helicopter night vision goggle operations. | A050 |
| Accept, handle, and carry materials regulated as Hazardous Materials (HazMat). | A055 |
| Conduct en route data link communications. | A056 |
| Use only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft | A096 |
| Use any combination of actual, standard average (or segmented), or survey-derived average weights for its medium cabin aircraft. | A098 |
| Use any combination of actual, standard average (or segmented), or survey-derived average weights for its large cabin aircraft. | A099 |
| Conduct low altitude aerial delivery of cargo in support of special military operations in Afghanistan. | A303 |
| Conduct flight operations within the territory and airspace of Iraq in accordance with a grant of exemption from SFAR 77. | A320 |
| Allow persons eligible under 14 CFR Section 121.547(a)(3) access to the flightdeck using the CASS program and/or the FDAR program IAW the limitations and provisions of A348. | A348 |
| Conduct Automatic Dependent Surveillance-Broadcast Out (ADS-B Out) operations outside of U.S.-designated Airspace. | A353 |
| Use an Operator-Approved Minimum Equipment List program (OMEL). | A395 |
| Suspend its liability insurance due to seasonal operations. | A501 |
| Use the air carrier merger and/or acquisition plan. | A502 |
| Conduct operations into the Democratic Peoples Republic of Korea (DPRK). | A519 |
| Conduct flight operations within the territory of Iraq in accordance with the permitted operations requirements of SFAR-77. | A520 |

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|---|------|
| Conduct emergency operations to support a temporary regional disaster recovery. | A529 |
| Conduct flight operations under contract to U.S. Transportation Command or Air Mobility Command within the territory of Iraq in accordance with the permitted operations requirements of SFAR-77. | A530 |
| Conduct flight operations under contract to the sponsoring U.S. Government Agency(s) within the Tripoli (HLLL) FIR in accordance with the permitted operations requirements of SFAR-112. | A532 |
| Conduct operations using approved driftdown or fuel dumping procedures. | B029 |
| Conduct IFR en route RNAV operations in the State of Alaska using TSO C145a/C146a GPS/WAAS RNAV systems as the only means of IFR navigation IAW SFAR 97. | B030 |
| Conduct operations in areas of magnetic unreliability. | B040 |
| Conduct extended overwater operations using a single long-range communication system (S-LRCS). | B045 |
| Conduct Class II navigation with a flight navigator. | B047 |
| Conduct air tour operations below an altitude of 1,500 feet AGL in the State of Hawaii. | B048 |
| Conduct operations in the Grand Canyon National Park Special Flight Rules Area (GCNP-SFRA). | B049 |
| Conduct commercial air tour operations over certain national park(s) and tribal lands within or abutting those national park(s). | B057 |
| Conduct operations in Canadian Minimum Navigation Performance Airspace (MNPS). | B059 |
| Conduct extended operations (ETOPS) with two-engine airplanes. | B342 |
| Conduct extended operations (ETOPS) in passenger-carrying airplanes with more than two-engines. | B344 |
| Conduct operations using FAA certified Enhanced Flight Vision Systems (EFVS). | C048 |
| Use a destination airport analysis program. | C049 |
| Conduct foreign terminal instrument procedures with special restrictions for airplanes. | C058 |
| Conduct airplane Category II instrument approach and landing operations. | C059 |
| Conduct airplane Category III instrument approach and landing operations. | C060 |
| Use flight control guidance systems for airplane automatic landing operations other than Categories II and III. | C061 |
| Use manually flown flight control guidance systems certified for airplane landing operations. | C062 |
| Use powerplant reversing systems for rearward taxi in specific airplane operations. | C065 |
| Operate airplanes with special airport authorizations, provisions, and limitations. | C067 |
| Conduct noise abatement departure profile operations with its subsonic turbojet-powered airplanes over 75,000 pounds gross takeoff weight. | C068 |
| Conduct scheduled operations at authorized airports. | C070 |

| | |
|--|------|
| Engage the autopilot after takeoff and initial climb at an altitude lower than specified for en route operations by Title 14 CFR Section 135.93 (a). | C071 |
| Conduct engine-out departure procedures with approved 10-minute takeoff thrust time limits. | C072 |
| Use minimum descent altitude (MDA) as a decision altitude (DA)/decision height (DH) with vertical navigation (VNAV) on a nonprecision approach (NPA). | C073 |
| Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower. | C080 |
| Conduct IFR operations using special non CFR Part 97 instrument approach or departure procedures. | C081 |
| Conduct RNAV operations substituting for 14 CFR Part 97 instrument approaches. | C300 |
| Conduct "RNP-like" foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima. | C358 |
| Use landing performance assessment procedures that increase landing distances by at least an additional 15% at time of arrival for its turbojet airplane operations. | C382 |
| Conduct RNP SAAAR approaches in accordance with 14 CFR Part 97 and operations specification C384. | C384 |
| Use a reliability program for the entire aircraft. | D074 |
| Use a reliability program for airframe, powerplant, systems, or selected items. | D075 |
| Use short-term escalation. | D076 |
| Contractually arrange with other certificated operators for maintenance of the entire aircraft. | D077 |
| Use the provisions of contractual agreements limited to specific maintenance functions. | D078 |
| Participate in a reliability program under a contractual agreement. | D079 |
| Use leased maintenance program authorization: U.S.-registered aircraft. | D080 |
| Use specific aircraft for which prorated times have been established. | D082 |
| Use short-term escalation authorization for borrowed parts that are subject to overhaul requirements. | D083 |
| Conduct ferry flights under special flight permits with continuing authorization. | D084 |
| Use an Extended Operations (ETOPS) aircraft maintenance program. | D086 |
| Use a maintenance program for leased foreign-registered aircraft. | D087 |
| Use maintenance time limitations for operators with a partial reliability program. | D088 |
| Use coordinating agencies for suppliers evaluation (CASE). | D090 |
| Use an approved maintenance program for helicopter night vision goggle operations. | D093 |
| Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for rotorcraft operations. | D102 |
| Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for single engine IFR. | D103 |
| Suspend its liability insurance for specific aircraft in long-term storage or maintenance. | D106 |

| | |
|---|------|
| Operate transport category large helicopters in accordance with performance data contained in the approved Rotorcraft Flight Manual and special operational conditions and limitations. | H100 |
| Conduct terminal flight operations under instrument flight rules - helicopter. | H101 |
| Conduct operations using basic instrument approach procedures for helicopters. | H102 |
| Conduct category I IFR landings other than airborne radar approaches - helicopter. | H103 |
| Conduct IFR helicopter en route descent (HEDA) procedures. | H104 |
| Use alternate airport IFR weather minimums - helicopter. | H105 |
| Conduct helicopter operations using standard takeoff minimums under Part 135. | H106 |
| Use special restrictions for foreign terminal instrument procedures - helicopter. | H107 |
| Conduct Helicopter Category II operations. | H108 |
| Conduct Helicopter Category III operations. | H109 |
| Use flight control guidance systems for aircraft automatic landing operations - helicopter. | H110 |
| Use manually flown flight control guidance systems certified for aircraft landing operations - helicopter. | H111 |
| Conduct helicopter approach operations using an area navigation system. | H112 |
| Conduct nonscheduled passenger and all-cargo (scheduled and nonscheduled) special terminal area IFR rotorcraft operations in Class G airspace. | H113 |
| Use special airport authorizations, limitations, and provisions - Helicopter. | H114 |
| Conduct helicopter operations using lower than standard takeoff minimums under Part 135. | H116 |
| Conduct helicopter Category I, ILS, MLS, or GLS approach procedures with specific IFR landing minimums. | H117 |
| Conduct helicopter circle-to-land maneuvers using IFR Category I landing minimums. | H118 |
| Conduct helicopter contact approaches using IFR Category I landing minimums. | H119 |
| Conduct operations in authorized airports for scheduled operations - helicopter. | H120 |
| Conduct scheduled passenger terminal area IFR rotorcraft operations in Class G airspace. | H121 |
| Conduct special non CFR Part 97 instrument approach or departure rotorcraft operations specified for the following airports. | H122 |

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Addition of average passenger weight
3. These Operations Specifications are approved by direction of the Administrator.



2012.05.11 13:11:22 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 05/09/2012 Amendment Number: 24
5. I hereby accept and receive the Operations Specifications in this paragraph.

2012.05.09 16:28:00 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart

Date: 07/05/2011

A006 . Management Personnel

HQ Control: 10/19/2009

HQ Revision: 030

The certificate holder is authorized the following management positions:

a. The certificate holder uses the following named personnel in the 14 CFR Part 135 management positions listed below. All management personnel listed in this operations specification must be direct employees of the certificate holder.

Table 1- Authorized Management Positions and Personnel

| Part 119 Position Title | Name | Company Equivalent Position Title |
|--------------------------------|----------------------|--|
| Director of Operations | Ingals, Ephraim F. | Director of Operations |
| Chief Pilot | Kaufmann, Delbert A. | Chief Pilot |
| Director of Maintenance | Lockhart, Brian D. | Director of Maintenance |

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.12.01 15:34:18 Central Standard Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 11/29/2011 Amendment Number: 8
5. I hereby accept and receive the Operations Specifications in this paragraph.

2011.11.29 18:01:27 Central Standard Time
Location: WebOPSS
Digitally signed by Ephraim F Ingals

Date: 11/29/2011

A007 . Other Designated Persons

HQ Control: 12/19/2006

HQ Revision: 020

- a. The following person is designated as the certificate holder's Agent for Service:
- b. The following personnel are designated to officially apply for and receive operations specifications for the certificate holder as indicated below.

Table 1 – Personnel Designated to Apply for and Receive Operations Specifications

| Title | Name | Parts Authorized |
|---------------------------|----------------------|-------------------------|
| Director of Maintenance | Lockhart, Brian D. | A,B,C,D,E |
| Director of Operations | Ingals, Ephraim F. | A,B,C,D,E |
| Chief Pilot | Kaufmann, Delbert A. | A,B,C,D,E |
| Operations Administration | Thomas, Matthew L. | A,B,C,D,E |

- c. The following personnel or company email boxes are designated to receive Safety Alert for Operators (SAFO) and/or Information for Operators (INFO) messages for the certificate holder as indicated below. A receipt of the information by an air carrier or person is not required.

Table 2 – Personnel Designated to Receive SAFOs and/or INFOs

| Name | Email Address | Telephone No. | Type of Information to Receive |
|---------------------|-------------------------------|----------------------|---------------------------------------|
| Ephraim F. Ingals | e.ingals@flyglobalnow.com | 503-648-6403 | Both OPS/AW |
| Delbert A. Kaufmann | del.kaufmann@flyglobalnow.com | 503-648-6403 | Both OPS/AW |

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.12.01 15:47:03 Central Standard Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 11/29/2011 Amendment Number: 9
5. I hereby accept and receive the Operations Specifications in this paragraph.

2011.11.29 18:06:51 Central Standard Time
Location: WebOPSS
Digitally signed by Ephraim F Ingals

Date: 11/29/2011

A008 . Operational Control

HQ Control: 10/19/2009

HQ Revision: 030

a. The system described or referenced below shall be used by the certificate holder that conducts operations under 14 CFR Part 135 to provide operational control for its flight operations. The essential elements of operational control described in subparagraph d. below must be included or described in that system.

General Operations Manual Section A

b. Certificate Holder Responsibilities:

(1) The certificate holder retains all responsibility for the operational control of aircraft operations, and thus the safety of each flight conducted under this certificate and operations specification, including the actions or inactions of all direct employees and agents of the certificate holder.

(2) This responsibility is not transferable to any other person or entity.

(3) The certificate holder's responsibility for operational control supersedes any agreement, contract, understanding or arrangement, either oral or written, expressed or implied, between any persons or entities.

c. The certificate holder may not engage in any of the following practices and shall not:

(1) Franchise or share the certificate holder's authority for the conduct of operations under its certificate and operations specifications to or with another person or entity.

(2) Use a "Doing Business As" (DBA) name in any way that represents an entity that does not hold an air carrier or operating certificate and operations specifications as having such a certificate and operations specifications.

(3) Engage in a Wet Lease Contrary to 14 CFR Section 119.53. In accordance with Section 119.53(b), the certificate holder may not wet lease from or enter into any wet leasing arrangement with any person not authorized by the FAA to engage in common carriage operations under 14 CFR Parts 121 or 135 (as appropriate), whereby that other person provides an aircraft and at least one crewmember to the certificate holder. A lease, or other business arrangement with a lease, is considered a wet lease if any of the following conditions exists:

(a) The certificate holder and the aircraft owner/lessor agree that the certificate holder is required to use the aircraft owner's/lessor's pilot in Part 135 operations,

(b) The aircraft owner/lessor is obligated to furnish pilots to the certificate holder to operate the aircraft, or,

(c) The aircraft owner/lessor has the power to veto who the certificate holder will use to pilot the aircraft in Part 135 operations, so as to limit the certificate holder to using only the owner/lessor's pilots.

(4) Transfer, surrender, abrogate, or share operational control responsibility with any party.

(5) Engage in any arrangement with an aircraft owner, lessor or any other person or entity, such as an aircraft management entity, which allows the use of an aircraft for operations under these operations specifications without a complete, effective and sustainable transfer of operational control to the certificate holder for all Part 135 operations conducted under these operations specifications.

d. Elements of Operational Control. The following items are essential elements of operational control and are required to be components of the operational control system, used by the certificate holder, and as described or referenced in subparagraph a. above:

(1) Crewmember Requirements. The certificate holder may not conduct any operation under Part 135, unless each of the certificate holder's crewmembers is:

(a) The certificate holder's direct employee or agent during every aspect of the Part 135 operations, including those aspects related to any pre-flight and post-flight duties. The certificate holder is accountable for the actions and inactions of these persons during all its aircraft operations.

(b) Currently trained and/or tested, qualified, and holds the appropriate airman and medical certificates to conduct flights for the certificate holder under Part 135, and is otherwise qualified to accept the specific flight assignment, considering flight and rest requirements, airspace qualification and the type of operation intended in the assignment. Each pilot must be specifically listed by name and airman certificate number on a list of pilots maintained by the certificate holder at its main base of operations or listed in operations specification A039 or A040, if applicable. This information must be available for inspection by the Administrator as specified in Section 135.63.

(2) Aircraft Requirements. The certificate holder may not conduct any operation under Part 135 unless each aircraft used in its Part 135 operations is:

(a) Owned by the certificate holder and remains, without interruption in the certificate holder's legal and actual possession (directly or through the certificate holder's employees and agents) during all of its Part 135 flights; or

(b) Leased by the certificate holder or otherwise in the legal custody of the certificate holder and remains in the certificate holder's exclusive possession or custody during all of its Part 135 flights.

(c) For each aircraft which the certificate holder uses under these operations specifications, the aircraft owner or other lessee of the aircraft may operate the aircraft under Part 91, under the control and responsibility (including potential liability for an unsafe operation) of the owner or other lessee, as long as the following condition is met:

- The certificate holder ensures that the maintenance of the aircraft continues to adhere to the certificate holder's maintenance program at all times or,

- When the aircraft is returned to the certificate holder but before the aircraft is operated under Part 135 again by the certificate holder, that aircraft undergoes an appropriate airworthiness conformity validation check.

(3) Exclusive Aircraft Use Requirements for Part 135 Operations. At least one aircraft that meets the requirements for at least one kind of operation authorized in the certificate holder's operations

specifications must remain in the certificate holder's exclusive legal possession and actual possession (directly or through the certificate holder's employees and agents) as specified in Section 135.25. This aircraft cannot be listed on any other Part 119 certificate holder's operations specification during the term of the exclusive use lease.

(4) Use of Other Business Name(s) (DBAs):

(a) The certificate holder may not allow or create the circumstances that would enable any other entity to conduct a flight for compensation or hire under Parts 119, 121 or 135 as if that entity were the certificate holder.

(b) The certificate holder shall not operate an aircraft under Part 135 under the name or fictitious name of any other person or entity, unless authorized in operations specification A001 of these operations specifications. Such authorization does not authorize any person or entity, other than the certificate holder, to conduct operations under the certificate holder's certificate and operations specifications.

(c) The certificate holder may not allow the use of a fictitious name to obscure the certificate holder's responsibility and accountability to exercise operational control over its flight operations.

(5) Aircraft Operation Agreements and Other Arrangements.

(a) In accordance with Section 119.53(b), the certificate holder may not wet lease from or enter into any wet leasing arrangement with any person not authorized by the FAA to engage in common carriage operation under Parts 121 or 135, whereby that other person provides an aircraft and at least one crewmember to the certificate holder. This requirement does not prohibit the separate use of a crewmember by the certificate holder when that crewmember is also employed by the aircraft's owner or lessor.

(b) Any agreement or arrangement between the certificate holder and an aircraft owner must fully explain how the certificate holder oversees and ensures that only airworthy aircraft are used in its Part 135 operations.

(c) The certificate holder's operational control system must include a system of ensuring that it has complete, effective and sustainable operational control over each aircraft operated under these operations specifications, and that no surrender or loss of operational control exists.

(d) The certificate holder may not operate any aircraft in Part 135 operations, which is subject to an agreement between the certificate holder and the aircraft owner or any lessee of the aircraft, if that agreement shifts liability and accountability for the safety of the certificate holder's Part 135 flight operations from the certificate holder to the aircraft owner or other parties.

(6) Management Personnel and Persons Authorized to Exercise Operational Control:

(a) Prior to conducting a Part 135 flight or series of flights, at least one management person listed in operations specification A006, Management Personnel, of these operations specifications or a management person designee who is a direct employee of the certificate holder, other than a pilot assigned to the specific flight or series of flight, must determine and have sufficient knowledge of the following:

(i) Whether each assigned crewmember is qualified and eligible to serve as a required

crewmember in the aircraft and type of operation to which the crewmember is assigned (see subparagraph d.(1)(b) above) and

(ii) Whether the aircraft assigned for use is listed in operations specification D085, and is airworthy under the certificate holder's FAA-approved maintenance, inspection, or airworthiness program, as appropriate.

(b) Prior to conducting a Part 135 flight or series of flights, at least the pilot assigned in accordance with subparagraph d.(6)(a)(i) above must determine and have sufficient knowledge of the following:

(i) Whether a Part 135 flight or series of flights can be initiated, conducted, or terminated safely and in accordance with the authorizations, limitations, and procedures approved in the certificate holder's operations specifications, general operations manual, or subparagraph a. above and the appropriate regulations.

(ii) Notwithstanding the requirements of subparagraph d.(6)(a) above, this determination and knowledge described in subparagraph d.(6)(b)(i) above may be made for the certificate holder by pilots and/or flight crewmembers assigned to a flight or series of flights, in accordance with policies, procedures, and standards prescribed by the certificate holder.

(A) Such non-management persons shall meet the requirements of Section 119.69(d), and their names, titles, and duties, responsibilities, and authorities shall be specified in the general operations manual, or described in subparagraph a. above, or

(B) Those certificate holders issued operations specification A039 or A040, the persons listed in those operations specifications must determine and have sufficient knowledge of whether a Part 135 flight or series of flights can be initiated, conducted, or terminated safely in accordance with the authorizations, limitations, and procedures approved in subparagraph a. above and in accordance with the appropriate regulations.

(7) Operational Control Information Requirements:

(a) Prior to the certificate holder conducting any flight operation under Part 135, the certificate holder must provide information to the designated pilot in command (PIC) that indicates which flight or series of flights will be conducted under Part 135, that indicates which Part 91 flights will be conducted by the certificate holder, and that the certificate holder is accountable and responsible for the safe operations of these flights or series of flights. (For those issued operations specification A039 or A040 the pilots listed in those operations specifications are accountable and responsible for the safe operations of these flights or series of flights.)

(b) The system of operational control for Part 135 operations must ensure that each pilot is knowledgeable that the failure of a pilot to adhere to the certificate holder's directions and instructions, or compliance with directions or instructions from an aircraft owner (other than the certificate holder), or any other outside private person or private entity, that are contrary to the certificate holder's directions or instructions, while operating aircraft under these operations specifications, may be contrary to Parts 119 and/or 135, and therefore may be subject to legal enforcement action by the FAA.

(c) These requirements do not apply to the following:

(i) Air Traffic Control instructions, clearances, Notices to Airmen (NOTAMs) received

from FAA or cognizant foreign Air Traffic Control authorities,

(ii) Aeronautical safety of flight information received by the pilot, and,

(iii) Operation under the emergency authority of the PIC in accordance with Section 91.3(b), and /or Section 135.19(b).

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Accept mandatory FAA HQ rev 030
3. These Operations Specifications are approved by direction of the Administrator.



2009.12.08 17:24:30 Central Standard Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector

4. Date Approval is effective: 12/08/2009

Amendment Number: 6

5. I hereby accept and receive the Operations Specifications in this paragraph.

Thomas, Matthew, Director of Ops

2009.12.08 11:18:15 Central Standard Time
Location: WebOPSS
Digitally signed by Matthew L Thomas on behalf of
Thomas, Matthew, Director of Ops

Date: 12/08/2009

A009. Airport Aeronautical Data

HQ Control 12/05/97
HQ Revision 01b

a. The system described or referenced in this paragraph is used by the certificate holder to obtain, maintain, and distribute current aeronautical data for the airports it uses.

(1) The operator shall obtain, maintain, and distribute, or make available to each pilot, current airport aeronautical data for each airport where flight operations are conducted.

The pilot-in-command shall assure that the most current and appropriate airport aeronautical data has been provided for each flight.

-
1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support information reference: Moved to IOPSS
 3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/29/2005 1:25:51 PM

Judge, John L.

Principal Operations Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/29/2005 3:20:34 PM

Kelly, Donald M.

Assistant Director of Operations

Date: 09/29/2005

A010 . Aeronautical Weather Data

HQ Control: 06/18/2003

HQ Revision: 02a

- a. The system described or referenced in this paragraph is used by the certificate holder to obtain and disseminate aeronautical weather data for the control of flight operations.

N/A

- b. The certificate holder is authorized an EWINS to obtain and disseminate aeronautical weather data for the control of flight operations. Table 1 provides the original date and last revision of the EWINS manual. If EWINS is not authorized, enter N/A in both columns of Table 1.

Table 1

| Original Date of EWINS Manual | Last Revision of EWINS Manual |
|--|--|
| N/A | N/A |

- c. The certificate holder is authorized to obtain its aeronautical weather data for the control of flight operations using the approved qualified Internet communications providers (QICPs) listed in Table 2 (if none are authorized, enter N/A).

Table 2

| Qualified Internet Communications Providers |
|---|
| DTC and CONTEL DUATS, Jeppesen Dataplan, Universal, Base Ops, Global Data Center (Honeywell), ARINC, Fltplan.com, Air Routing |

A011 . Approved Carry-On Baggage Program

HQ Control: 01/06/2005

HQ Revision: 02a

a. The certificate holder is authorized to use the approved carry-on baggage program required by 14 CFR Section 121.589 described or referenced in this paragraph.

b. The certificate holder is authorized to conduct operations with a small or medium cabin aircraft using a No-Carry-On Baggage Program, and is eligible to reduce the standard average passenger weights and/or segmented passenger weights listed in Advisory Circular 120-27 by six pounds.

-
1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support information reference: Addition of average passenger weight
 3. These Operations Specifications are approved by direction of the Administrator.



2012.05.11 13:12:07 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 05/09/2012 Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

2012.05.09 16:28:49 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart

Date: 05/09/2012

**A023 . Authorization to Use an Approved Procedure for
Determining Operations During Ground Icing
Conditions**

HQ Control: 02/10/1998

HQ Revision: 02b

The certificate holder is authorized to use the following approved procedure to determine operations during ground icing conditions as described below.

a. Approved ground deicing/anti-icing program.

(1) The certificate holder is authorized to use the following approved ground deicing/anti-icing program described or referenced in this paragraph.

Global Aviation, Inc. General Operations Manual Section R and Global Aviation De-Ice Manual

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.20 10:05:39 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 05/18/2011 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

Krogh, John A., Chief Pilot

2011.05.18 15:00:58 Central Daylight Time
Location: WebOPSS
Digitally signed by John A Krogh on behalf of
Krogh, John A., Chief Pilot

Date: 05/18/2011

A031 . Contract Training

HQ Control: 12/01/2010

HQ Revision: 04a

- a. The certificate holder is authorized to make arrangements with each training center (including satellites) and/or certificate holder operating under the same CFR part (collectively referred to as training organizations) listed in this operations specification for the purpose of conducting instruction and/or evaluations for the certificate holder in accordance with the following limitations and provisions.
- b. The certificate holder must ensure that all arrangements made with each training organization listed in this operations specification are performed in accordance with the certificate holder's approved training program(s) and the Code of Federal Regulations.
- c. The certificate holder must ensure that each of the training organization(s) listed in Table 1 below has adequate facilities and equipment, competent personnel, and an organizational structure to support the requested training and/or evaluations specified in the certificate holder's approved training program.
- d. The certificate holder must ensure that that all instruction and evaluations conducted by each training organization listed in this operations specification are performed in accordance with the certificate holder's operating rules and as approved by the certificate holder's principal operations inspector (POI).
- e. The certificate holder must have a program or method outlined in its training program that enables it to detect, identify, and implement timely corrective action for all deficiencies detected in the training provided by each training organization listed in Table 1 below.
- f. The certificate holder must ensure that each person engaged in the instruction and evaluation of its personnel who are employed by each training organization listed in Table 1 below is trained, qualified, and authorized to conduct the appropriate training, testing, and checking in accordance with the certificate holder's operating rules and the training program approved by its POI.
- g. The certificate holder must ensure that all arrangements made with each training organization listed in Table 1 below are fully compliant with these operations specifications, the certificate holder's approved training program, the Code of Federal Regulations and in no way contrary to them.
- h. The certificate holder must ensure that its aircraft configuration(s) and POI-approved procedures are effectively supported by the training

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organization's equipment, instruction, and evaluations. Additionally, the certificate holder must ensure that differences between its equipment and the training organization's equipment are addressed by conducting appropriate differences training.

- i. The certificate holder must conduct a standardization review of each organization listed in Table 1 of this operations specification and provide the results of this review to the certificate holder's POI prior to beginning contract training or checking operations. This operations specification paragraph A031 may be issued upon receipt by the certificate holder's POI of a satisfactory standardization review.
- j. The certificate holder must conduct initial and recurring audits of each training agreement and organization listed in Table 1 of this operations specification. Each audit must include an evaluation of at least the items listed in subparagraphs b through h above. The first audit is due within 60 days of the commencement of training or checking operations, and subsequent audits must be conducted by the certificate holder at least once every 24 calendar months. The date of the most recent audit must be recorded in Table 1. Each audit with evaluation must be presented to the certificate holder's POI for review and acceptance not later than the last business day of the month following the due month for such audits.
- k. The certificate holder must permit and facilitate access to its aircraft and cockpits by employees of the training organization(s) listed in Table 1 for the purpose of maintaining their line-performance/line-observation currency as contract instructors and/or contract check pilots.
- l. The certificate holder is authorized to conduct training and/or checking under agreement with the training organization(s) listed in Table 1 below:

Table 1 - Part 142 Training Centers and/or Part 119 Certificate Holders Authorized to Conduct Training and/or Checking

| Part 142 Training Center and/or Part 119 Certificate Holder | Street Address | City | State or Country | Postal Code | Training Center Certificate Number | Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s) | Aircraft M/M/S | Most Recent Audit Date |
|---|-----------------------|--------|------------------|-------------|------------------------------------|--|----------------|------------------------|
| FlightSafety International, Tucson Learning Center | 1071 E Aero Park Blvd | Tucson | Arizona | 85706 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CL-600-2B16 | 8/2011 |
| FlightSafety | 1071 E Aero | Tucson | Arizona | 85706 | UJFX071K | Pilot Initial Ground Training; | LR-60-60 | 8/2011 |

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Federal Aviation
Administration

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| Part 142 Training Center and/or Part 119 Certificate Holder | Street Address | City | State or Country | Postal Code | Training Center Certificate Number | Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s) | Aircraft M/M/S | Most Recent Audit Date |
|---|------------------------------|-------------|------------------|-------------|------------------------------------|--|----------------|------------------------|
| International, Tucson Learning Center | Park Blvd | | | | | 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | | |
| FlightSafety International, Tucson Learning Center | 1071 E Aero Park Blvd | Tucson | Arizona | 85706 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | LR-45-45 | 8/2011 |
| FlightSafety International, Tucson Learning Center | 1071 E Aero Park Blvd | Tucson | Arizona | 85706 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | LR-35-A | 8/2011 |
| FlightSafety International, Toledo Learning Center | 11600 W Airport Service Road | Swanton | Ohio | 43558 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CE-560-560 | 08/2011 |
| FlightSafety International, Toledo Learning Center | 11600 W Airport Service Road | Swanton | Ohio | 43558 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CE-525-525 | 08/2011 |
| FlightSafety International, San Antonio Learning Center | 9027 Airport Road | San Antonio | Texas | 78216 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CE-560-560 | 08/2011 |
| FlightSafety International, San Antonio Learning Center | 9027 Airport Road | San Antonio | Texas | 78216 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CE-525-525 | 08/2011 |
| FlightSafety | 9555 Ryan | Dorval | Quebec, | H9P1A2 | UJFX071K | Pilot Initial Ground Training; | CL-600-2B16 | 8/2011 |

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| Part 142 Training Center and/or Part 119 Certificate Holder | Street Address | City | State or Country | Postal Code | Training Center Certificate Number | Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s) | Aircraft M/M/S | Most Recent Audit Date |
|---|----------------------------|---------|------------------|-------------|------------------------------------|--|----------------|------------------------|
| International, Montreal Learning Center | Avenue | | Canada | | | 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | | |
| FlightSafety International, Learjet Learning Center | Two Learjet Way | Wichita | Kansas | 67209 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | LR-35-A | 8/2011 |
| FlightSafety International, Houston Learning Center | 7525 Fauna at Airport Blvd | Houston | Texas | 77061 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CL-600-2B16 | 8/2011 |
| FlightSafety International, Houston Learning Center | 7525 Fauna at Airport Blvd | Houston | Texas | 77061 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | HS-125-800XP | 8/2011 |
| FlightSafety International, Houston Learning Center | 7525 Fauna at Airport Blvd | Houston | Texas | 77061 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | HS-125-800 | 8/2011 |
| FlightSafety International, Cessna Learning Center | 1851 Airport Road | Wichita | Kansas | 67209 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CE-525-525 | 8/2011 |
| FlightSafety International, Cessna Learning Center | 1851 Airport Road | Wichita | Kansas | 67209 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CE-560-560 | 8/2011 |
| FlightSafety | 1010 Toffie | Atlanta | Georgia | 30335 | UJFX071K | Pilot Initial Ground Training; | LR-60-60 | 8/2011 |

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| Part 142 Training Center and/or Part 119 Certificate Holder | Street Address | City | State or Country | Postal Code | Training Center Certificate Number | Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s) | Aircraft M/M/S | Most Recent Audit Date |
|---|----------------------|------------|------------------|-------------|------------------------------------|--|-----------------------|------------------------|
| International, Atlanta Learning Center | Terrace | | | | | 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | | |
| FlightSafety International, Atlanta Learning Center | 1010 Toffie Terrace | Atlanta | Georgia | 30335 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | LR-45-45 | 8/2011 |
| FlightSafety International, Atlanta Learning Center | 1010 Toffie Terrace | Atlanta | Georgia | 30335 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | LR-35-A | 8/2011 |
| FlightSafety International, Wilmington Learning Center | 155 N DuPont Highway | New Castle | Delaware | 19720 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | BD-700-1A10 | 08/2011 |
| FlightSafety International, Wilmington Learning Center | 155 N DuPont Highway | New Castle | Delaware | 19720 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | DASSAULT-FALCON-900EX | 08/2011 |
| FlightSafety International, Wilmington Learning Center | 155 N DuPont Highway | New Castle | Delaware | 19720 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CL-600-2B16 | 08/2011 |
| FlightSafety International, Wilmington Learning Center | 155 N DuPont Highway | New Castle | Delaware | 19720 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | HS-125-800XP | 08/2011 |
| FlightSafety | 155 N DuPont | New Castle | Delaware | 19720 | UJFX071K | Pilot Initial Ground Training; | HS-125-800 | 08/2011 |

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| Part 142 Training Center and/or Part 119 Certificate Holder | Street Address | City | State or Country | Postal Code | Training Center Certificate Number | Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s) | Aircraft M/M/S | Most Recent Audit Date |
|---|---------------------|-------------|------------------|-------------|------------------------------------|--|-----------------------|------------------------|
| International, Wilmington Learning Center | Highway | | | | | 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | | |
| FlightSafety International, Teterboro Learning Center | 100 Moonatchie Ave | Moonatchie | New Jersey | 07074 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | DASSAULT-FALCON-900EX | 08/2011 |
| FlightSafety International, Raytheon Learning Center | 9720 East Central | Wichita | Kansas | 67206 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | HS-125-800XP | 08/2011 |
| FlightSafety International, Raytheon Learning Center | 9720 East Central | Wichita | Kansas | 67206 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | HS-125-800 | 80/2011 |
| FlightSafety International Orlando Learning Center | 4105 Bear Road | Orlando | Florida | 32827 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CE-560-560 | 08/2011 |
| FlightSafety International Orlando Learning Center | 4105 Bear Road | Orlando | Florida | 32827 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CE-525-525 | 08/2011 |
| Flight Safety International, Dallas Learning Center | 3201 E Airfield Dr. | DFW Airport | Texas | 75261 | UJFX071K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | DASSAULT-FALCON-900EX | 08/2011 |
| CAE Simulfite DFW | 2929 W. | DFW | Texas | 75261 | ST7X359K | Pilot Initial Ground Training; | BD-700-1A10 | 8/2011 |

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| Part 142 Training Center and/or Part 119 Certificate Holder | Street Address | City | State or Country | Postal Code | Training Center Certificate Number | Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s) | Aircraft M/M/S | Most Recent Audit Date |
|---|------------------------|-------------|------------------|-------------|------------------------------------|--|-----------------------|------------------------|
| | Airfield Drive | Airport | | | | 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | | |
| CAE Simuflite DFW | 2929 W. Airfield Drive | DFW Airport | Texas | 75261 | ST7X359K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | DASSAULT-FALCON-900EX | 8/2011 |
| CAE Simuflite DFW | 2929 W. Airfield Drive | DW Airport | Texas | 75261 | ST7X359K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | HS-125-800XP | 8/2011 |
| CAE Simuflite DFW | 2929 W. Airfield Drive | DFW Airport | Texas | 75261 | ST7X359K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | HS-125-800 | 8/2011 |
| CAE Simuflite DFW | 2929 W. Airfield Drive | DFW Airport | Texas | 75261 | ST7X359K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | LR-35-A | 8/2011 |
| CAE Simuflite DFW | 2929 W. Airfield Drive | DFW Airport | Texas | 75261 | ST7X359K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CE-560-560 | 8/2011 |
| CAE Simuflite DFW | 2929 W. Airfield Drive | DFW Airport | Texas | 75261 | ST7X359K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CE-525-525 | 8/2011 |
| CAE Simuflite | 4 Apollo Drive | Whippany | New | 07981 | ST7X359K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | BEECH- | 8/2011 |

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| Part 142 Training Center and/or Part 119 Certificate Holder | Street Address | City | State or Country | Postal Code | Training Center Certificate Number | Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s) | Aircraft M/M/S | Most Recent Audit Date |
|---|--------------------------|-------------|------------------|-------------|------------------------------------|--|-----------------------|------------------------|
| Morristown Learning Center | | | Jersey | | | 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | HAWKER-1000 | |
| CAE Simuflite Morristown Learning Center | 4 Apollo Drive | Whippany | New Jersey | 07981 | ST7X359K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | DASSAULT-FALCON-900EX | 8/2011 |
| CAE Simuflite Morristown Learning Center | 4 Apollo Drive | Whippany | New Jersey | 07981 | ST7X359K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | HS-125-800XP | 8/2011 |
| CAE Simuflite Morristown Learning Center | 4 Apollo Drive | Whippany | New Jersey | 07981 | ST7X359K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | HS-125-800 | 8/2011 |
| Bombardier Aerospace DFW Training Center | 2929 West Airfield Drive | DFW Airport | Texas | 75261 | QB9X035K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CL-600-2B16 | 8/2011 |
| Bombardier Aerospace DFW Training Center | 2929 West Airfield Drive | DFW Airport | Texas | 75261 | QB9X035K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | LR-45-45 | 8/2011 |
| Bombardier Aerospace DFW Training Center | 2929 West Airfield Drive | DFW Airport | Texas | 75261 | QB9X035K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | LR-60-60 | 8/2011 |
| Bombardier | 8575 Cote de | Saint- | Quebec, | H4T1G5 | C3NWX393K | Recurrent Training; 135.351. | BD-700-1A10 | 8/2011 |

Operations Specifications

| Part 142 Training Center and/or Part 119 Certificate Holder | Street Address | City | State or Country | Postal Code | Training Center Certificate Number | Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s) | Aircraft M/M/S | Most Recent Audit Date |
|---|---------------------|---------------|------------------|-------------|------------------------------------|--|----------------|------------------------|
| Aerospace, Canada Training Center | Liesse | Laurent | Canada | | | | | |
| Bombardier Aerospace, Canada Training Center | 8575 Cote de Liesse | Saint-Laurent | Quebec, Canada | H4T1G5 | C3NW393K | Pilot Initial Ground Training; 135.345(b), Pilot Initial Flight Training; 135.347, Recurrent Training; 135.351 | CL-600-2B16 | 8/2011 |

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Operations Specifications

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.08.23 14:07:52 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NMM09)

4. Date Approval is effective: 08/21/2011 Amendment Number: 17
5. I hereby accept and receive the Operations Specifications in this paragraph.

Krogh, John A., Chief Pilot

2011.08.21 17:58:47 Central Daylight Time
Location: WebOPSS
Digitally signed by John A Krogh on behalf of Krogh,
John A., Chief Pilot

Date: 08/21/2011

Print Date: 8/21/2011

A031-10
Global Aviation, Inc.

Certificate No.: G73A732I

A041 . Authorization for 14 CFR Part 135 Airplane Operators to Conduct a Pretakeoff Contamination Check **HQ Control: 02/10/1998**
HQ Revision: 00b

a. The certificate holder is authorized to conduct a pretakeoff contamination check or use an approved alternate procedure as described below.

(1) At any time the conditions are such that frost, ice, or snow may reasonably be expected to adhere to the aircraft, the certificate holder will check the aircraft prior to takeoff or use an approved alternate procedure. The check/procedure shall ensure that the wings, control surfaces, propellers, engine inlets, and other critical surfaces are free of frost, ice, or snow.

(2) Procedures for the conduct of this check or its alternate are described or referenced in this paragraph.

Global Aviation, Inc. General Operations Manual Section R, and Global Aviation Ground De-Ice Manual.

(3) In addition to the above, the pilots shall demonstrate knowledge to operate in ground icing conditions during the initial and recurrent flight checks.

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.25 18:21:54 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 05/25/2011 Amendment Number: 3
5. I hereby accept and receive the Operations Specifications in this paragraph.

Krogh, John A., Chief Pilot

2011.05.25 17:59:23 Central Daylight Time
Location: WebOPSS
Digitally signed by John A Krogh on behalf of
Krogh, John A., Chief Pilot

Date: 05/25/2011

A057 . Eligible On-Demand Operations

HQ Control: 12/17/2003

HQ Revision: 000

- a. The certificate holder is authorized to conduct eligible on-demand operations in accordance with 14 CFR Section 135.4.
- b. The certificate holder is authorized to conduct eligible on-demand operations using deviation(s) to 14 CFR Section 135.4 (a)(2)(i) and (a)(4) as described below (*If no deviation is authorized, enter N/A*):

Table 1

| Deviations Authorized for Eligible On-Demand Operations | | |
|--|---|----------------|
| Deviation From: | Expiration Date (Max 90 days): | Remarks |
| Flight Time, PIC | N/A | |
| Flight Time, SIC | N/A | |
| Flightcrew Pairing | N/A | |

(1) If a deviation is granted for 14 CFR Section 135.4 (a)(2)(i) or (a)(4) per Table 1 of this operations specification, it is valid for a maximum of 90 days.

(2) After 90 days, the deviation automatically becomes invalid and must be re-issued for extension and re-validation.

- c. The certificate holder is authorized to conduct eligible on-demand operations using approved alternate procedures as permitted by 14 CFR Section 135.225(b) to the weather reporting requirements specified in CFR Section 135.225(a) [instead of the requirements that apply to other on-demand operations]. The certificate holder is authorized to use the procedures described or referenced below and the limitations and provisions of this operations specification (*If this alternative is not authorized, enter N/A*):

Conduct eligible on-demand operations using approved alternate procedures as permitted by CFR Section 135.225(b) to the weather reporting requirements specified in CFR Section 135.225(a).

- d. The deviations granted in this paragraph must also be listed in operations specification A005.

-
1. Issued by the Federal Aviation Administration .
 2. Support information reference:
 3. These Operations Specifications are approved by direction of the Administrator.



2011.04.14 09:38:01 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 04/01/2011 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

Ingals, Ephraim F., Director of Operations

2011.04.14 06:24:45 Central Daylight Time
Location: WebOPSS
Digitally signed by Ephraim F Ingals on behalf of
Ingals, Ephraim F., Director of Operations

Date: 04/01/2011

A061 . Use of Electronic Flight Bag

HQ Control: 03/14/2011

HQ Revision: 010

- a. The certificate holder is authorized to conduct operations using an Electronic Flight Bag (EFB) in accordance with the limitations and provisions of this operations specification.
- b. Class 1 Devices. The certificate holder is authorized to use Class 1 EFB devices with the associated Type B software as listed in Table 1.
- c. Class 2 Devices. The certificate holder is authorized to use Class 2 EFB devices with the associated types software as listed in Table 1. The aircraft must have the proper airworthiness approvals for any power, data connectivity, or mounting in the aircraft.
- d. Class 3 Devices. The certificate holder is authorized to use Class 3 EFB devices with the Type C software revision number and, if applicable, the name of the associated Type A or B software as listed in Table 1.

Table 1 - Authorized Use of EFB and Applicable Software Revision

| Aircraft M/M/S | Hardware Class | Hardware Manufacturer, and Model | EFB Software Type | EFB Software Source, Version# | Restrictions and Limitations |
|----------------|----------------|----------------------------------|-------------------|-------------------------------|------------------------------|
| BD-700-1A10 | Class 2 | CMC, CMA 1100 | Types A and B | JeppView, Flight Deck 3.5.3.0 | N/A |

- e. Training Program. The certificate holder's approved training program must include appropriate flightcrew training on the use of any EFB listed in Table 1.
- f. Database Management. The certificate holder must specify in its manual the procedures for updating and maintaining any databases necessary to perform the intended functions of the EFB.
- g. Functionality. The certificate holder is responsible to ensure that the EFB and associated software will provide the necessary data, information, functionality, and solutions to perform the intended flight functions and, if not, provide substitute information in non-electronic form.
- h. EFB Maintenance. The certificate holder's approved training program must include and document the use of and/or maintenance of the EFB.

Subparagraphs f, g, and h procedures contained in Global Aviation, Inc. GOM Section R.

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.07.27 09:31:07 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 07/08/2011 Amendment Number: 3
5. I hereby accept and receive the Operations Specifications in this paragraph.

2011.07.08 11:01:03 Central Daylight Time
Location: WebOPSS
Digitally signed by Ephraim F Ingals

Date: 07/08/2011

A096 . Actual Weight Program For All Aircraft

HQ Control: 05/27/2005

HQ Revision: 010

- a. The certificate holder is authorized to use only actual weights when determining the aircraft weight and balance.
- (1) This includes the passenger weights, carry-on bag weights, checked bag weights, plane-side loaded bag weights, and heavy bag weights, and/or
- (2) Actual weights of all passengers and bags or solicited (“asked”) passenger weight plus 10 pounds and actual weight of bags.
- b. If this operations specification is issued, operations specifications A097, A098 and A099 must not be issued.
- c. Operations specification A011 must be issued if the certificate holder has a carry-on baggage program.
- d. The following aircraft must use actual weights:
- (1) All single-engine aircraft, with the exception of single engine turbine-powered EMS helicopters operations
- (2) All reciprocating-powered aircraft, and
- (3) All aircraft certificated with less than five (5) passenger seats, with the exception of single engine turbine-powered EMS helicopters operations
- e. Cargo-Only aircraft jumpseat and/or additional crewmembers.
- (1) For large and medium cabin aircraft used in cargo-only operations, jumpseat occupants and/or additional crewmembers must be accounted for using their actual weight, solicited (“asked”)-weight plus ten pounds, or the standard average flight crewmember weight of 190 pounds (as revised by AC 120-27).
- (2) For small cabin aircraft used in cargo-only operations, jumpseat occupants and/or additional crewmembers must be accounted for using their actual weight, or solicited (“asked”)-weight plus ten pounds.
- (3) Each bag carried aboard a cargo-only aircraft by a jumpseat occupant and/or additional crewmember will be accounted for as 30 pounds each (as revised by AC 120-27).
- (4) For cargo-only operated aircraft, standard flight crewmember average weights and flight crewmember average bag weights, as listed in AC 120-27 (as revised) may be included in the basic empty weight of the aircraft.
- f. The following loading schedules and instructions shall be used for routine operations:

Table 1 – Loading Schedules and Instructions for Routine Operations

| Aircraft M/M/S | Type Loading Schedule | Loading Schedule Instructions | Weight and Balance Control Procedure |
|----------------|-----------------------|-------------------------------|---|
| BD-700-1A10 | Actual Weights | BBD-700 AFM | (1) American Aeronautics "Fly-in-CG" calculator (2) Ultronav Calculator (3) AIRNC Direct Weight and Balance (4) Bombardier FMS calculation |
| CL-600-2B16 | Actual Weights | CL-600-2B16 AM | (1) American Aeronautics "Fly-in-CG" Calculator (2) AIRNC Direct Weight and Balance (3) Honeywell GDC Weight and Balance |
| HS-125-800 | Actual Weights | HS-125-800 AFM | (1) American Aeronautics "Fly-in-CG" calculator (2) ULTRANAV calculator. |
| LR-45-45 | Actual Weights | LR-45 AFM | American Aeronautics "Fly-in-CG" calculator |
| LR-35-A | Actual Weights | LR-35 AFM | (1) American Aeronautics "Fly-in-CG" calculator (2) Ultronav calculator. |

Removed HS-125-800XP and CE-525-525

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.03 10:21:30 Central Daylight Time
Location: WebOPSS
Digitally signed by Bruce L Stephanson,
Principal Maintenance Inspector (NM09)

4. Date Approval is effective: 04/27/2011 Amendment Number: 10
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.04.27 20:45:15 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart on behalf of
Lockhart, Brian D., Director of Maintenance

Date: 04/27/2011

A097 . Small Cabin Aircraft Passenger and Baggage Weight Program

HQ Control: 05/27/2005

HQ Revision: 010

- a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average (or segmented), or survey-derived average weights as listed in Table 1 for small cabin aircraft (certificated for 5-29 passenger seats) passenger and baggage weight programs:

Table 1. Selectable Weights – Small Cabin Aircraft (5-29 Seats)

| Type of Operation | Passenger Weight | | Carry-On/Personal Item Weight | | | Checked Baggage Weight | | | Plane-Side-Loaded Baggage Weight | | | Heavy Baggage Weight | | | | |
|-----------------------|------------------|------------------------|-------------------------------------|---------------|------------------------|---------------------------|---------------|------------------------|--|---------------|------------------------|-------------------------|---------------|------------------------|-----|---------------|
| | M/F Ratio | Auth. | S/W Wt. | Exp. Yr/Mo | Auth. | Wt. | Exp. Yr/Mo | Auth. | Wt. | Exp. Yr/Mo | Auth. | Wt. | Exp. Yr/Mo | Auth. | Wt. | Exp. Yr/Mo |
| On- demand (AC) | 50/50 | AC Standard Average | 184/189 | N/A | AC Standard Average | 16 | N/A | AC Standard Average | 30 | N/A | AC Standard Average | 20 | N/A | AC Standard Average | 60 | N/A |

b. Limitations and Provisions.

- (1) All single engine aircraft, all reciprocating engine powered aircraft, and all aircraft certificated with less than five (5) passenger seats; with the exception of single engine turbine-powered EMS helicopters operations, must use actual weights.
- (2) Certificate holders that operate small cabin aircraft may use any one of the following methods when calculating the aircraft weight and balance.
 - (a) The certificate holder may use actual passenger and bag weights, or
 - (b) The certificate holder may use the segmented passenger weights and average bag weights listed in Advisory Circular 120-27 (as revised), or

Operations Specifications

- (c) The certificate holder may use the standard average passenger and bag weights prescribed for large cabin aircraft, or average weights based on a survey, if:
- (i) The aircraft was certificated under commuter category, part 25, or part 29 (or has equivalent performance data), and
 - (ii) The certificate holder curtails the aircraft CG envelope as prescribed in AC120-27 (as revised) Appendixes 3 and 4.
- (3) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed. The survey expiration date must be entered in Table 1 and/or Table 2, as applicable. If survey weights are not being used, enter N/A in each expiration cell in Table 1 and/or Table 2, as applicable.
- (4) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:
- (a) Actual weights of all passengers and bags; or
 - (b) Solicited (“asked”) passenger weight plus 10 pounds, and actual weight of bags.
- (5) The certificate holder is authorized a No Carry-On-Baggage Program for its small cabin aircraft as described in Operations Specification A011 and is eligible for a six-pound passenger weight credit from the AC standard average passenger weights for its small cabin aircraft.
- (6) Certificate holders that only use the standard Advisory Circular 120-27 (as revised) average weights listed in Table 1 and/or Table 2, as applicable, and allow carry-on bags onboard the aircraft, must comply with the following criteria:
- o a 50/50 male/female ratio for summer/winter passenger weights 190/195 pounds,
 - o 16 pounds for carry-on/personal items (included in the average passenger weight),
 - o 30 pounds for plane-side loaded bags, and
 - o 60 pounds for heavy checked bags
- (7) Certificate holders that only use the standard Advisory Circular 120-27 (as revised) average weights and ratios listed in Table 1 and/or Table 2, as applicable, and do not allow carry-on bags onboard the aircraft, must comply with the following criteria:

Operations Specifications

- o a 50/50 male/female ratio for summer/winter passenger weights 184/189 pounds,
- o 20 pounds for plane-side loaded bags,
- o 30 pounds for checked bags, and
- o 60 pounds for heavy checked bags.

(8) A Heavy Bag Program is required for all certificate holders using average and/or segmented weights and such programs must meet the following requirements:

(a) If the Heavy Bag Program uses the standard AC weights, the following applies:

- (i) Any checked bag in excess of 50 pounds is considered to weigh 60 pounds;
- (ii) Any checked bag in excess of 100 pounds is shipped as freight (actual weight); and
- (iii) Requires that the certificate holder validate (survey) the checked, plane-side loaded, and heavy baggage weights if the certificate holder uses standard AC average weights for these items and changes the 50 lb or 100 pound limits specified in 8(a)(i) or 8(a)(ii).

(b) If the certificate holder does not have a heavy bag program, the certificate holder must use actual weights for all bags in excess of 50 lb.

(c) If actual or AC weights are used, enter N/A in the “expiration cell” in Table 1 and/or Table 2, as applicable, under Heavy Baggage Weight.

c. Operations specification A096, or one or more of the following operations specifications A097, A098, and/or A099, as applicable, are required for passenger-carrying and all-cargo aircraft.

d. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for small cabin aircraft (certificated for 5-29 passenger seats). If Table 2 is not applicable, enter N/A in each of its cells:

Table 2. City Pairs – Small Cabin Aircraft (5-29 Seats)

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

| City Pairs | M/F | Passenger Weight | | Carry-On/Personal Item Weight | | Checked Baggage Weight | | Plane-Side-Loaded Baggage Weight | | Heavy Baggage Weight | | |
|------------|-----|------------------|-------|-------------------------------|------------|------------------------|------------|----------------------------------|-------|----------------------|-----|------------|
| | | Ratio | Auth. | S/W Wt. | Exp. Yr/Mo | Auth. | Exp. Yr/Mo | Wt. | Auth. | Exp. Yr/Mo | Wt. | Exp. Yr/Mo |
| N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

e. The following loading schedules and instructions shall be used for routine operations:

Table 3 – Loading Schedules and Instructions for Routine Operations

| Aircraft M/M/S | Type Loading Schedule | Loading Schedule Instructions | Weight and Balance Control Procedure |
|----------------|---|--------------------------------------|--------------------------------------|
| BD-700-1A10 | 1. American Aeronautics "Fly-in-CG" calculator 2. ULTRANAV calculator 3. AIRNC Direct Weight and Balance 4. Bombardier FMS calculation | Airplane Flight Manual/GOM Section B | GOM Section B |
| CL-600-2B16 | 1. American Aeronautics "Fly-in-CG" calculator 2. AIRNC Direct Weight and Balance 3. Honeywell GDC Weight and Balance | Airplane Flight Manual/GOM Section B | GOM Section B |
| HS-125-800 | 1. American Aeronautics "Fly-in-CG" calculator 2. ULTRANAV calculator | Airplane Flight Manual/GOM Section B | GOM Section B |
| LR-35-A | 1. American Aeronautics "Fly-in-CG" calculator | Airplane Flight Manual/GOM Section B | GOM Section B |
| LR-45-45 | 1. American Aeronautics "Fly-in-CG" calculator 2. ULTRANAV calculator | Airplane Flight Manual/GOM Section B | GOM Section B |

*NOTE: Only the following aircraft are authorized to use standard passenger and baggage weights:
BD-700-1A10 S/N 9218*

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Addition of average passenger weight.
3. These Operations Specifications are approved by direction of the Administrator.



2012.05.11 13:13:13 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NIM09)

4. Date Approval is effective: 05/09/2012 Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

2012.05.09 16:29:36 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart

Date: 05/09/2012

**A447. Emergency Airworthiness Directives (EAD)
Notification Requirements**

**HQ Control: 07/30/03
HQ Revision: 00a**

- a. The owner or operator of the aircraft identified in the certificate holder or operator's aircraft listing is primarily responsible for maintaining that aircraft in an airworthy condition as required by 14 CFR §91.403(a) and Part 39. OpSpec A447 paragraph establishes emergency AD notification for Part 135 operators. Part 135 operators are asked to use a mailing address for official notification and there is no receipt to Aircraft Certification (AIR) required.
- b. The following person/organization is designated as the certificate holder's AD Notification Representative for notice of Emergency ADs and in the notification address so indicated in subparagraph b(1):
- (1) Designated person/organization for Emergency AD notification:

| Person/Organization Name | Phone Number (24-hour when possible) | Mailing Address | E-Mail |
|---------------------------------|---|---|-----------------------------|
| Brian D. Lockhart | (503) 648-6403 | 2250 NE 25th AVE Hillsboro, OR 97124 | bdlockhart@flyglobalnow.com |

(Note: Aircraft Certification (AIR) uses facsimile and/or US Mail for official notification of the Emergency ADs. AIR no longer use SITA or ARINC codes for electronic notification. AIR does not use E-mail for official Emergency AD notification at this time):

- (2) To expedite notification, air carrier may opt to access the web site and print a copy of the AD. All ADs are posted on the internet at <http://www.airweb.faa.gov/rgl>.
- c. To maintain the currency of this operations specification, if any of the information contained in subparagraph b above changes, the certificate holder shall amend the operations specification in accordance with 14 CFR §119.51(c).

-
1. Issued by the Federal Aviation Administration.
 2. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/29/2005 1:12:43 PM

Judge, John L.

Principal Operations Inspector

NM09

3. Date Approval is effective: 09/30/2005 Amendment Number: 2
4. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/29/2005 3:25:41 PM

Moore, Anthony B.

Chief Inspector

Date: 09/29/2005

A449 . Antidrug and Alcohol Misuse Prevention Program

HQ Control: 07/17/2009

HQ Revision: 00a

- a. The certificate holder who operates under Title 14 Code of Federal Regulations (CFR) Part 135 certifies that it will comply with the requirements of 14 CFR Part 120 and 49 CFR Part 40 for its Antidrug and Alcohol Misuse Prevention Program.
- b. Antidrug and Alcohol Misuse Prevention Program records are maintained and available for inspection by the FAA's Drug Abatement Compliance and Enforcement Inspectors at the location listed in Table 1 below:

Table 1

| | Location of Antidrug and Alcohol Misuse Prevention Program Records: | Telephone Number: |
|------------------|--|--------------------------|
| Address: | 2250 NE 25th Avenue | 503 648-6403 |
| Address: | N/A | |
| City: | Hillsboro | |
| State: | OR | |
| Zip Code: | 97124 | |

c. Limitations and Provisions.

- (1) Antidrug and Alcohol Misuse Prevention Program inspections and enforcement activity will be conducted exclusively by the Drug Abatement Division. All questions regarding this program should be directed to the Drug Abatement Division.
- (2) The certificate holder must implement its Antidrug and Alcohol Misuse Prevention Programs fully in accordance with 14 CFR Part 120 and 49 CFR Part 40.
- (3) The certificate holder is responsible for ensuring that its contractors who perform safety-sensitive work for the certificate holder are subject to Antidrug and Alcohol Misuse Prevention Programs.
- (4) The certificate holder is responsible for updating this operations specification when any changes occur in the following:
 - (a) Location or phone number where the Antidrug and Alcohol Misuse Prevention Records are kept (as listed in Table 1 above).
 - (b) If the certificate holder's number of safety-sensitive employees goes to 50 and above, or falls below 50 safety-sensitive employees.
- (5) The certificate holder with 50 or more employees performing a safety-sensitive function on January 1 of the calendar year must submit an annual report to the Drug Abatement Division of the FAA. The certificate holder with fewer than 50 employees performing a safety-sensitive function on January 1 of any calendar year must submit an annual report upon request of the Administrator, as specified in the regulations.

The certificate holder has 50 or more safety-sensitive employees.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Global Aviation now has more than 50 safety sensitive employees
3. These Operations Specifications are approved by direction of the Administrator.



2010.02.12 10:03:34 Central Standard Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 02/09/2010 Amendment Number: 2

5. I hereby accept and receive the Operations Specifications in this paragraph.

Thomas, Matthew, Director of Ops

2010.02.09 13:42:28 Central Standard Time
Location: WebOPSS
Digitally signed by Matthew L Thomas on behalf of
Thomas, Matthew, Director of Ops

Date: 02/09/2010

| AIR OPERATOR CERTIFICATE | | |
|--|--|---|
| | State of the Operator United States of America | |
| | Issuing Authority Federal Aviation Administration | |
| AOC #: G73A732I | Global Aviation, Inc. | Operational Points of Contact: Contact details, at which operational management can be contacted without undue delay, are listed in Ephraim F. Ingals, Del Kaufmann, Dale Butler, Brian Lockhart, Carla Boleen, Michaelle Olson, and Flo Newton all at 011-503-648-6403. |
| Expiration Date : | Db: | |
| | Operator Address: 2250 NE 25th AVE Hillsboro, Oregon 97124 | |
| | Telephone: 503-648-6403 Fax: 503-681-8844 E-mail: global@flyglobalnow.com | |
| This certificate certifies that Global Aviation, Inc. is authorized to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual and the . | | |
| Date of Issue: | Name: | |
| | Title: | |

CERTIFICATION STATEMENT

I hereby certify that the attached is a true copy of the Global Aviation, Inc. AOC issued at NM09 - Portland (PDX) on by the FAA.

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.12.01 15:48:34 Central Standard Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 11/30/2011 Amendment Number: 3
5. I hereby accept and receive the Operations Specifications in this paragraph.

2011.11.30 10:09:42 Central Standard Time
Location: WebOPSS
Digitally signed by Ephraim F Ingals

Date: 11/30/2011

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Part B

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| 034 IFR Class I En Route Navigation Using Area Navigation Systems | 12/04/2010 | 05/04/2011 | 25 |
| 035 Class I Navigation in the U.S. Class A Airspace Using Area or Long-Range Navigation Systems | 06/01/2011 | 07/26/2011 | 24 |
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B031. Areas of En Route Operation

HQ Control: 02/09/2001
HQ Revision: 01e

The certificate holder is authorized to conduct the en route operations specified in this paragraph only within the areas of en route operation listed in paragraph B050 of these operations specifications. The certificate holder shall comply with any limitations and/or procedures specified for each area listed and the provisions of the paragraphs referenced for each area. The certificate holder shall not conduct any other en route operation within any other area under these operations specifications.

a. The certificate holder is authorized to conduct en route operations in accordance with the provisions of these operations specifications.

b. The certificate holder is authorized to conduct Class I navigation. When conducting IFR Class I navigation, the certificate holder is authorized to conduct these operations in accordance with the following additional provisions:

(1) Operate IFR flights over routing predicated on ATC radar vectoring services, within controlled airspace.

(2) Operate IFR flights (including flights to alternate or diversionary airports) within controlled airspace over off-airway routings which are predicated on airways navigation facilities, provided the following conditions are met:

(a) These off-airway routings lie within the operational service volume of the facilities used and such off-airway operation is authorized by the appropriate ATC facility.

(b) The operation is conducted in accordance with the route width and MEA criteria prescribed for or applied to the certificate holder by the appropriate ICAO contracting state.

(c) The required airborne and ground-based navigation facilities are available and operational and enable navigation performance to meet the degree of accuracy required for air traffic control over the route of flight specified in the ATC clearance.

(3) Operate IFR flights including flights to alternate or diversionary airports in Class G Airspace in accordance with the provisions of paragraphs A014, C064, C080, H113, and/or H121, as applicable, of these operations specifications, if issued.

c. Deviations from routings specified in this paragraph are authorized when necessary due to inflight emergencies or to avoid potentially hazardous meteorological conditions.

d. For operations within Class A Airspace, the certificate holder is authorized to conduct Class I navigation under positive radar control with the area navigation or long-range navigation systems specified in paragraph B035 of these operations specifications, if that paragraph is issued.

e. The certificate holder is authorized to conduct Class I navigation, including en route IFR operations outside positive radar control, with the area navigation systems specified in paragraph B034 of these operations specifications, if that paragraph is issued.

f. The certificate holder is authorized to conduct Class II navigation in accordance with paragraphs B032 and B036 of these operations specifications, if those paragraphs are issued.

g. The certificate holder is authorized to use approved GPS navigation equipment as a supplement to ICAO standard navigation equipment while conducting Class I navigation.

-
1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support information reference: Moved to IOPSS
 3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/29/2005 1:06:26 PM

Judge, John L.
Principal Operations Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/29/2005 3:31:56 PM

Kelly, Donald M.
Assistant Director of Operations

Date: 09/29/2005

B032 . En Route Limitations and Provisions

HQ Control: 03/24/2009

HQ Revision: 020

a. The certificate holder shall comply with the following IFR en route limitations and provisions when conducting any en route operation under these operations specifications. Unless otherwise authorized by these operations specifications, the certificate holder shall not conduct IFR operations outside controlled airspace.

b. When conducting Class I navigation:

(1) An aircraft's position shall be "reliably fixed" as necessary to navigate to the degree of accuracy required for ATC.

(2) With the exception of b(3) and b(5) below, the airways used and the off-airway routing predicated on airways navigation facilities shall lie within the operational service volume of the facilities defining the airways or off-airway routing.

(3) Operations over routes with a minimum en route altitude (MEA) gap (or International Civil Aviation Organization (ICAO) equivalent) are an exception to the operational service volume requirement.

(4) With the exception of b(5) below, the facilities which define an airway, or an off-airway routing predicated on airways navigation facilities, shall be used as the primary navigation reference.

(5) An area navigation system may be used if the aircraft's position can be "reliably fixed" at least once each hour using airway navigation facilities to the degree of accuracy required for ATC. This system must be certificated for use in IFR flight for the conduct of Class I navigation over the routes being flown and authorized in accordance with paragraph B034.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Industry Signed per request of FAA FSDO. No changes from operator.
3. These Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective: 05/05/2010 Amendment Number: 3

5. I hereby accept and receive the Operations Specifications in this paragraph.

Thomas, Matthew, Director of Ops

Date: 05/05/2010

**B034 . IFR Class I En Route Navigation Using Area Navigation HQ Control: 12/04/2010
Systems HQ Revision: 040**

a. The certificate holder is authorized to conduct IFR Class I terminal and en route navigation (including operations outside positive radar control) using aircraft and RNAV systems approved by this paragraph in those areas of operations where this paragraph is referenced in B050 of these operations specifications.

b. Approved Operations. If specified in Table 1 below, the certificate holder is authorized to conduct Precision RNAV (P-RNAV) and/or Basic RNAV (B-RNAV)/RNAV 5 operations in terminal and/or en route areas where this paragraph is referenced in paragraph B050 of these operations specifications.

(1) The route design determines whether the operation is terminal or en route navigation.

(2) For B-RNAV/RNAV 5 terminal and en route operations, the navigation performance is ± 5 nautical miles (NM) for 95 percent of the flight time.

(3) For P-RNAV terminal and en route operations, the navigation performance is ± 1 NM for 95 percent of the flight time.

(4) If the RNAV equipment is certified for P-RNAV, it may be authorized for both P-RNAV and B-RNAV/RNAV 5 terminal and en route operations.

c. Authorized En Route Navigation. Except as provided in these operations specifications, the certificate holder shall not conduct any other IFR Class I en route navigation using RNAV systems.

d. Authorized Aircraft Navigation Systems. The certificate holder is authorized to conduct IFR Class I terminal and en route navigation using the following aircraft and RNAV systems for the operations indicated in Table 1 below. If no specific navigation performance (for B-RNAV/RNAV 5 and/or P-RNAV) is authorized, enter N/A in column 4.

Table 1 – Aircraft, Navigation Systems, and Navigation Performance

| Aircraft M/M/S | Area Navigation Systems | | Navigation Performance | Limitations and Conditions |
|-------------------|-------------------------|---------------|---------------------------|-------------------------------|
| | Manufacturer | Model | | |
| BD-700-1A10 | (3) Honeywell | Primus 2000XP | P-RNAV (+/-1NM) | N/A |
| CL-600-2B16 | (2) Collins | FMS-6000 | P-RNAV (+/-1NM) | N/A |
| HS-125-800 | (2) Honeywell | FMZ-2000 | P-RNAV (+/-1NM) | N/A |
| LR-35-A | Universal | UNS-1K | P-RNAV (+/-1NM) | N/A |
| LR-45-45 | (2) Universal | UNS-1E | P-RNAV (+/-1NM) | N/A |

e. Special En Route Limitations and Provisions. The certificate holder shall conduct all operations authorized by this paragraph in accordance with the following en route limitations and provisions:

(1) Except when navigation is performed under the supervision of a properly qualified check airman, the flightcrew must be qualified in accordance with the certificate holder's approved training program for the system being used or have satisfactorily completed a flight check using the system.

The flightcrew shall have satisfactorily completed the ground school portion of that training program before performing under the supervision of a check airman.

(2) The navigation system shall be fully operational or operating in accordance with the certificate holder's approved MEL, when the system is used for any navigation.

(3) Prior to conducting operations in airspace that require a specific navigation performance, if authorized and listed in Table 1 above, the certificate-holder must ensure that the aircraft navigation system will provide the navigation performance for the planned flight time in that airspace.

(4) The RNAV systems used must permit the flight to navigate to the degree of accuracy or operational performance level required for ATC; be approved for the particular area of operation as specified in paragraph B050 of these operations specifications; and be certificated for IFR flight.

(5) IFR Class I navigation using a single RNAV system shall not be conducted unless Class I navigation with a single system is authorized by this paragraph and all of the following conditions are met:

(a) The redundant airborne equipment required to conduct IFR Class I navigation using airways navigation facilities is installed and operational.

(b) The capability exists at any point along the planned route of flight to safely return to and use airways navigation facilities for navigation if the single RNAV system fails.

(c) Any flight operated over off-airway routing is operated under ATC radar control.

(6) IFR Class I navigation, using a single RNAV system, shall not be conducted without at least one pilot using the facilities which define the airway or off-airway routing as the primary navigation reference unless the following conditions are met:

(a) The aircraft's present position and its relationship to NAVAID, airways, and any other Instrument Flight Procedure (IFP) specified in the currently effective ATC clearance are continuously displayed on each pilot's flight instruments.

(b) An indication is immediately provided on the forward instrument panel, within the normal field of view of each pilot, when the navigation performance of the RNAV system is insufficient to navigate to the degree of accuracy required for ATC.

(7) An approved RNAV system fix may be substituted for a required en route ground facility when that facility is temporarily out of service, provided the approved navigation system has sufficient accuracy to navigate the aircraft to the degree of accuracy or navigation performance required for ATC over that portion of the flight.

Removed HS-125-800XP and CE-525-525

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.04 17:22:12 Central Daylight Time
Location: WebOPSS
Digitally signed by Penny J Ratliff on behalf
of Beach, Thomas, Principal Operations
Inspector (NM09)

4. Date Approval is effective: 04/27/2011 Amendment Number: 25
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.04.27 20:47:11 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart on behalf of
Lockhart, Brian D., Director of Maintenance

Date: 04/27/2011

B035 . Class I Navigation in the U.S. Class A Airspace Using Area or Long-Range Navigation Systems **HQ Control: 06/01/2011**
HQ Revision: 030

a. The certificate holder is authorized to conduct Class I navigation in the U.S. Class A Airspace using the airplanes and area navigation (RNAV) or long-range navigation systems (LRNS) approved by this paragraph, provided the special limitations and provisions of this operations specification are met. Except as provided in these operations specifications, the certificate holder shall not conduct any other operation using RNAV or LRNS in the U.S. Class A Airspace.

b. Airplanes and Navigation Equipment. The certificate holder is authorized to conduct Class I navigation in the U.S. Class A Airspace using the following airplanes and navigation systems.

Table 1 – Airplane(s), RNAV Equipment, and Routes Authorized

| Airplane Type Make/Model/Series | Navigation Equipment (Manufacturer/Model) | Domestic RNAV Route | Limitations and Conditions |
|--|--|--------------------------------|---------------------------------------|
| BD-700-1A10 | Triple Honeywell Primus II | Q | N/A |
| CL-600-2B16 | Dual Collins FMS 6000 | Q | N/A |
| HS-125-800 | Dual Honeywell FMZ-800c | Q | N/A |
| LR-45-45 | Dual Universal UNS-1E | Q | N/A |
| LR-35-A | Universal UNS1-K | Q | N/A |

c. RNAV Authorization for domestic routes. RNAV equipment that meets the performance necessary to fly domestic Q-routes is authorized in the Table 1. This authorization does not include Q-routes in the Gulf of Mexico.

d. Special Limitations and Provisions. The certificate holder shall comply with the following limitations and provisions when conducting any operation authorized by this paragraph.

(1) The certificate holder shall not conduct such operations unless the certificate holder's approved training program provides training for the equipment and special procedures to be used.

(2) Except when navigation is performed under the supervision of a properly qualified check airman, any pilot used in operations authorized by this paragraph must be qualified in accordance with the certificate holder's approved training program for the navigation system being used.

(3) For operations in the continental United States, unless the RNAV route specifically requires GPS or GNSS equipment, aircraft on the RNAV route must be within ATC radar surveillance and communication. If ATC radar fails, an ATC clearance shall be obtained to continue the flight without the use of RNAV routes. If the RNAV or the LRNS fails, notify ATC as soon as practical.

(4) For operations in Alaska, the entire portion of the intended route of flight, using the RNAV or LRNS, shall be under Air Traffic Control (ATC) radar surveillance and communication. If ATC radar fails, an ATC clearance shall be obtained to continue the flight without the use of RNAV routes. If the RNAV or the LRNS fails, notify ATC as soon as practical.

(5) The airborne navigation equipment (VOR, DME, automatic direction finder (ADF)) required to navigate in the U.S. Class A Airspace using airways navigation facilities is installed and

operational.

(6) If the Part 135 certificate holder has no operations manual, the approved procedures for the domestic RNAV Q-route authorization are as follows (*if procedures are contained in an operations manual or in OpSpec A008, enter the manual reference or OpSpec A008*):

OpSpec A008

-
1. Issued by the Federal Aviation Administration .
 2. Support information reference:
 3. These Operations Specifications are approved by direction of the Administrator.



2011.07.27 09:31:48 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 07/26/2011 Amendment Number: 24
5. I hereby accept and receive the Operations Specifications in this paragraph.

Krogh, John A., Chief Pilot

2011.07.26 18:07:36 Central Daylight Time
Location: WebOPSS
Digitally signed by John A Krogh on behalf of
Krogh, John A., Chief Pilot

Date: 07/26/2011

**B036 . Class II Navigation Using Multiple Long-Range
Navigation Systems (LRNS)**

HQ Control: 01/25/2010

HQ Revision: 05a

a. The certificate holder is authorized to conduct Class II navigation using multiple long-range navigation systems (LRNS) only within the areas of en route operation where this paragraph is referenced in paragraph B050 of these operations specifications. Unless specifically authorized elsewhere in these operations specifications, the certificate holder shall not conduct Class II navigation operations within Central East Pacific (CEPAC) Composite Airspace, North Pacific (NOPAC) Airspace, North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace, or Areas of Magnetic Unreliability. The certificate holder shall conduct all Class II navigation operations using multiple LRNS in accordance with the provisions of this paragraph.

b. Authorized Aircraft and Equipment.

(1) The certificate holder is authorized to conduct Class II navigation using the following aircraft with multiple LRNS.

Table 1 - Authorized Aircraft and Equipment

| Aircraft M/M/S | Long-Range Navigation Systems | | RNP Type | RNP Time Limit | Limitations and Conditions |
|-------------------|-------------------------------|---------------|----------|----------------|----------------------------|
| | Manufacturer | Model | | | |
| BD-700-1A10 | (3) Honeywell | Primus 2000XP | RNP-10 | None | N/A |
| CL-600-2B16 | (2) Collins | FMS-6000 | RNP-10 | None | N/A |
| HS-125-800 | (2) Honeywell | FMZ-2000 | RNP-10 | None | N/A |
| LR-45-45 | (2) Universal | UNS-1E | RNP-10 | None | N/A |

c. Special Limitations and Provisions. The certificate holder shall conduct all operations using multiple LRNS in accordance with the following limitations and provisions:

(1) The certificate holder shall conduct all Class II navigation operations so the aircraft is continuously navigated to the degree of accuracy or required navigation performance (RNP) type required for air traffic control. For areas where these accuracy and navigation performance standards have not been formally established, the long-range navigation system must be used to continuously navigate the aircraft so that the crosstrack and/or the alongtrack errors will not exceed 25 nautical miles at any point along the flight plan route specified in the ATC clearance.

(2) The navigation system shall be operational as required by operations specifications paragraph B037 (CEPAC), B038 (NOPAC), B039 (NAT/MNPS), or B040 (Areas of Magnetic Unreliability), as applicable.

(3) Except when navigation is being performed under the supervision of a check airman properly qualified for Class II navigation, the flightcrew must be qualified on the system being used in accordance with the certificate holder's approved training program. The flightcrew performing under the supervision of a check airman shall have satisfactorily completed the ground school portion of that training program.

(4) Prior to entering any airspace requiring the use of a long-range navigation system, the aircraft position shall be accurately fixed using airways navigation facilities or ATC radar. After exiting this airspace, the aircraft position shall be accurately fixed and the long-range navigation system error shall be determined and logged in accordance with the operator's approved procedures.

(5) A long-range navigation system fix may be substituted for a required en route ground facility when that facility is temporarily out of service, provided the approved navigation system has sufficient capability to navigate the aircraft to the degree of accuracy or RNP type required for air traffic control over that portion of the flight.

(6) At dispatch, at least one of the navigation system configurations listed below must be installed and operational:

- (a) At least two independent inertial navigation systems (INS).
- (b) At least two flight management system/navigation sensor combinations (or equivalent).
- (c) At least two independent approved GPS navigation systems acceptable for primary means of Class II navigation in oceanic and remote areas;
- (d) Inertial navigation systems that use a mixed position solution (e.g., triple mix) or
- (e) At least two approved independent LRNS from the list below:
 - Inertial navigation system.
 - Flight management system/navigation sensor combination (or equivalent).
 - GPS navigation system approved for Class II navigation in oceanic and remote areas.

d. Operation on routes or in areas where an RNP type is specified. Operations in areas or on routes where an RNP type is specified must be conducted in accordance with the following limitations or provisions:

(1) At dispatch, one of the navigation system configurations listed in subparagraph c(6) above must be installed, operational and (as listed in subparagraph b) approved for the specified RNP type (or better).

(2) The certificate holder must ensure that the aircraft navigation system will provide the specified RNP type for the planned flight time in the airspace and, if applicable, that the aircraft will be operated in the RNP area of operation established using the RNP time limit listed in subparagraph b above.

(3) The ICAO flight plan filed with the Air Traffic Service provider must show that the airplane and operator are approved for the specified RNP (or better).

e. Deviations to RNP requirements. The administrator may authorize a certificate holder to deviate from RNP requirements in subparagraph d for a specific individual flight in airspace where an RNP type is specified if the Air Traffic Service provider determined that the airplane will not interfere with, or impose a burden on other operators. Operations conducted under such authority will be conducted in accordance with the following limitations and provisions:

(1) If fuel planning is predicated on en route climb to flight levels where RNP is normally required, an appropriate request must be coordinated in advance of the flight with the Air Traffic Service provider.

(2) The appropriate information blocks in the ICAO flight plan filed with the Air Traffic Service provider must show that the airplane is **not** approved for the specified RNP type.

(3) At dispatch, at least one of the navigation system configurations listed in subparagraph c (6) above must be installed and operational.

-
1. Issued by the Federal Aviation Administration .
 2. Support information reference:
 3. These Operations Specifications are approved by direction of the Administrator.



2011.05.04 17:22:13 Central Daylight Time
Location: WebOPSS
Digitally signed by Penny J Ratliff on behalf
of Beach, Thomas, Principal Operations
Inspector (NM09)

4. Date Approval is effective: 03/15/2011 Amendment Number: 18
5. I hereby accept and receive the Operations Specifications in this paragraph.

2011.03.15 16:23:20 Central Daylight Time
Location: WebOPSS
Digitally signed by Ephraim F Ingals

Date: 03/15/2011

B037. Operations in Central East Pacific (CEP) Airspace

HQ Control: 01/28/00
HQ Revision: 030

The certificate holder is authorized to conduct operations in Central East Pacific (CEP) airspace (between the State of Hawaii and the 48 contiguous states) provided the provisions of this paragraph are met. The certificate holder shall not conduct any other operations in this airspace under these operations specifications.

- a. Operations in CEP Airspace Not Designated RNP-10 and/or RVSM. For all flights in CEP airspace where RNP-10 and/or RVSM approval are **not** required either of the following conditions must be met:
 - (1) The operation must be conducted in accordance with the provisions and limitations of B036 subparagraph b, or
 - (2) The operation must be conducted using a flight navigator and the required navigation equipment specified in paragraph B047a(1), or B047a(2).
- b. Required Navigation Performance (RNP). The certificate holder is authorized to conduct operations in CEP airspace where RNP-10 approval is required provided that the certificate holder has been issued operations specification paragraph B036, Class II Navigation Using Multiple Long Range Navigation System (LRNS), is authorized RNP-10 (or better), and the certificate holder follows the limitations and provisions of operations specification B036 subparagraphs b, c, and d.
- c. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in CEP airspace where RVSM approval is required provided that the certificate holder has been issued operations specifications paragraph B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace, and the certificate holder follows the limitations and provisions of operations specification B046 subparagraphs a, b, c, d, and e.
- d. Deviations to RNP-10 and/or RVSM Requirements in CEP Airspace. The administrator may authorize a certificate holder to deviate from the RNP-10 and/or RVSM requirements in subparagraphs b and c above provided that the requirements of operations specification B036 subparagraphs b and d are met if the deviation relates to RNP-10 and/or the requirements of B046 subparagraph e are met, if the deviation is related to RVSM.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Moved to IOPSS
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/29/2005 12:48:28 PM

Judge, John L.

Principal Operations Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/29/2005 3:37:58 PM

Kelly, Donald M.

Assistant Director of Operations

Date: 09/29/2005

B038. Operations in North Pacific (NOPAC) Airspace

HQ Control: 01/28/2000
HQ Revision: 060

The certificate holder is authorized to conduct operations in North Pacific (NOPAC) airspace provided these operations meet the provisions of this paragraph. The certificate holder shall not conduct any other operation within this area of operation under these operations specifications.

- a. Operations in NOPAC Airspace Not Designated RNP-10 and/or RVSM. For all flights in NOPAC airspace where RNP-10 and/or RVSM approval are **not** required, either of the following conditions must be met:
 - (1) The operation must be conducted in accordance with the provisions and limitations of B036 subparagraph b, or
 - (2) The operation must be conducted using a flight navigator and the required navigation equipment specified in paragraph B047a(1), or B047a(2).
- b. Authorized Area of Operation. The NOPAC area of operation authorized by this paragraph lies within the Anchorage and Tokyo FIRs. The southern lateral boundary of this area is 100 nm south of the southernmost NOPAC airspace route. The northern lateral boundary is the northern boundaries of the Anchorage and Tokyo FIRs. The vertical boundaries include the airspace between the MEA and the MAA.
- c. Required Navigation Performance (RNP) Requirements. The certificate holder is authorized to conduct operations in NOPAC airspace where RNP-10 approval is required provided that the certificate holder has been issued operations specification paragraph B036, Class II Navigation Using Multiple Long Range Navigation Systems (LRNS); is authorized RNP-10 (or better), and the certificate holder follows the limitations and provisions of operations specification B036 subparagraphs b, c, and d.
- d. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in NOPAC airspace where RVSM approval is required provided that the certificate holder has been issued operations specifications paragraph B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace, and the certificate holder follows the limitations and provisions of operations specifications B046 subparagraphs a, b, c, d, and e.
- e. Deviations to RNP-10 and/or RVSM Requirements in NOPAC Airspace. The administrator may authorize a certificate holder to deviate from the RNP-10 and/or RVSM requirements in subparagraphs c and d above provided that the requirements of operations specification B036 subparagraphs b and d are met if the deviation relates to RNP-10 and/or the requirements of operations specification B046 subparagraph e are met if the deviation relates to RVSM.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Moved to IOPSS
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/29/2005 12:46:28 PM

Judge, John L.

Principal Operations Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/29/2005 3:39:02 PM

Kelly, Donald M.

Assistant Director of Operations

Date: 09/29/2005

**B039 . Operations in North Atlantic Minimum Navigation
Performance Specifications (NAT/MNPS) Airspace**

HQ Control: 10/15/2003

HQ Revision: 030

The certificate holder is authorized to conduct operations within the airspace defined as the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) airspace in accordance with the provisions of this paragraph. The certificate holder shall not conduct any other operations in NAT/MNPS airspace under these operations specifications.

a. Authorized Area of Operations. NAT/ MNPS airspace is that volume of airspace within the Oceanic Control Areas of Santa Maria, Shanwick, Reykjavik, Gander Oceanic, and New York, excluding the area west of 60(degrees) W and south of 38(degrees) 30(minutes)N as defined in 14 CFR Part 91 Appendix C and ICAO NAT Regional Supplementary Procedures (SUPPS) (Doc 7030).

b. Minimum Navigation Performance Capability Required. The certificate holder shall not conduct any operation in NAT/MNPS airspace unless the certificate holder has satisfactorily demonstrated that navigation equipment installed on any airplane used in NAT/MNPS operation and the procedures for use of this equipment meet the following NAT/MNPS requirements on a continuing basis:

(1) The standard deviation (one sigma) of the lateral tracking error is less than 6.3 nautical miles.

(2) The proportion of the total flight time in NAT/MNPS airspace spent by the aircraft 30 nautical miles or more off the exact centerline of the assigned track is less than $5.3 \times 10E-4$ (less than one hour in 1,887 flight hours).

(3) The proportion of the total flight time in NAT/MNPS airspace spent by aircraft between 50 and 70 nautical miles offtrack is less than $1.3 \times 10E-4$ (less than one hour in 7,693 flight hours).

(4) Suitable displays must be available at each pilot's station to permit continuous monitoring of the long-range navigation systems crosstrack and alongtrack information.

c. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in NAT/MNPS airspace where RVSM approval is required provided that the certificate holder has been issued operations specifications paragraph B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace, and the certificate holder follows the limitations and provisions of operations specifications B046 subparagraphs a, b, c, d, and e.

d. The certificate holder is authorized to operate within the entire NAT/MNPS airspace using the airplanes and navigation equipment listed below.

| Airplane Type Make/Model/Series | Navigation Equipment (Manufacturer/Model) | Restrictions and Limitations |
|--|--|---|
| BD-700-1A10 | (3) Honeywell Primus 2000XP | Dual System Required |
| CL-600-2B16 | (2) Collins FMS-6000 | N/A |
| HS-125-800 | (2) Honeywell FMZ-2000 | N/A |

| Airplane Type Make/Model/Series | Navigation Equipment (Manufacturer/Model) | Restrictions and Limitations |
|------------------------------------|--|---------------------------------|
| LR-45-45 | (2) Universal UNS-1E | N/A |

e. The certificate holder is authorized to operate within NAT/MNPS airspace over the routes published in the U.S. International Flight Information Manual as Special Contingency Routings using the airplanes and navigation equipment listed below.

| Airplane Type (Make/Model/Series) | Navigation Equipment (Manufacturer/Model) | Restrictions and Limitations |
|--------------------------------------|--|---------------------------------|
| BD-700-1A10 | (3) Honeywell Primus 2000XP | Single System Required |
| CL-600-2B16 | (2) Collins FMS-6000 | Single System Required |
| HS-125-800 | (2) Honeywell FMZ-2000 | Single System Required |
| LR-45-45 | (2) Universal UNS-1E | Single System Required |

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.04 17:22:13 Central Daylight Time
Location: WebOPSS
Digitally signed by Penny J Ratliff on behalf
of Beach, Thomas, Principal Operations
Inspector (NM09)

4. Date Approval is effective: 03/15/2011 Amendment Number: 19
5. I hereby accept and receive the Operations Specifications in this paragraph.

2011.03.15 16:24:54 Central Daylight Time
Location: WebOPSS
Digitally signed by Ephraim F Ingals

Date: 03/15/2011

**B046. Operations in Reduced Vertical Separation
Minimum (RVSM) Airspace**

HQ Control: 11/08/04
HQ Revision: 01a

a. The certificate holder is authorized to conduct operations within airspace designated as Reduced Vertical Separation Minimum (RVSM) airspace in accordance with the limitations and provisions of this paragraph. The certificate holder shall not conduct any other operations in RVSM airspace under these operations specifications.

b. Required altitude-keeping equipment. The certificate holder shall not takeoff an airplane for flight within airspace where RVSM is applied unless the Administrator has approved the following aircraft systems for RVSM operations and they are available and operational :

(1) Two independent altitude measurement systems comprised of the following elements:

(a) Cross-coupled static source system provided with ice protection, if located on the aircraft in areas subject to ice accretion;

(b) Equipment for measuring static pressure sensed by the static source, converting it to pressure altitude and displaying pressure altitude to the flightcrew;

(c) Equipment for providing a digitally-coded signal corresponding to the displayed pressure altitude for automatic altitude reporting purposes;

(d) Static source error correction (SSEC), if required to meet RVSM altimetry system error requirements;

(e) Equipment to provide reference signals for automatic altitude control and alerting systems

(2) One Secondary Surveillance Radar (SSR) altitude reporting transponder

(3) One altitude alert system

(4) One automatic altitude control system capable of automatically controlling the aircraft to a referenced pressure altitude

c. Required pilot training. Except when under the supervision of an appropriately trained check airman, the flightcrew must have completed an approved training program on RVSM operating practices and procedures.

d. Required RVSM Maintenance Program. The certificate holder must have an approved RVSM maintenance program outlining procedures to maintain RVSM aircraft in accordance with the requirements of Part 91, Appendix G.

e. Authorized Airplanes. The certificate holder is authorized to conduct operations in designated RVSM Airspace with the airplanes listed in paragraph D092 of these operations specifications.

f. Deviation to RVSM requirements. The Administrator may authorize an operator to deviate from RVSM requirements for a specific individual flight in RVSM airspace if:

(1) The operator submits an appropriate request with the air traffic control center controlling the airspace in advance of the operation.

(2) At the time of filing the flight plan for the flight, Air Traffic Control (ATC) determines that the aircraft may be provided appropriate separation and the flight will not interfere with, or impose a burden on other operators.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Moved to IOPSS
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/29/2005 11:18:42 AM

Fisher, John S.

Principal Avionics Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/21/2005 1:40:36 PM

Kelly, Donald M.

Assistant Director of Operations

Date: 09/21/2005

B050 . Authorized Areas of En Route Operations, Limitations, and Provisions **HQ Control: 09/12/1997**
HQ Revision: 020

a. The certificate holder is authorized to conduct en route operations in the areas of en route operation specified in this paragraph. The certificate holder shall conduct all en route operations in accordance with the provisions of the paragraphs referenced for each area of en route operation. The certificate holder shall not conduct any en route operation under these operations specifications unless those operations are conducted within the areas of en route operation authorized by this paragraph.

| Authorized Areas of En Route Operation | Reference Paragraphs | Note Reference # |
|---|------------------------------|-------------------------|
| Africa - Excluding Ethiopia, Libya and Somalia | B031, B036, B450 | 2 |
| Asia - Excluding North Korea | B031, B032, B036, B450 | 2 |
| Atlantic Ocean - The Atlantic Ocean at flight levels above and below NAT/MNPS airspace boundaries | B031, B032, B036, B450 | 2 |
| Atlantic Ocean - The Atlantic Ocean islands/nations | B031, B032, B036, B450 | 2 |
| Atlantic Ocean - The Atlantic Ocean NAT/MNPS airspace | B031, B032, B036, B039, B046 | |
| Atlantic Ocean - The Atlantic Ocean South of New York and Santa Maria Oceanic FIRs | B031, B032, B036, B450 | 2 |
| Atlantic Ocean - The North Atlantic Ocean specified as "Special Contingency Routings" in the current edition of the U.S. International Flight Information Manual (IFIM) | B031, B036, B450 | 2 |
| Atlantic Ocean - WATRS - The North Atlantic Ocean west of the western boundary of NAT/MNPS airspace to include the San Juan CTA/FIR and the Atlantic portion of the Miami Oceanic CTA | B031, B036, B450 | 2 |
| Australia and New Zealand | B031, B036, B450 | 2 |
| Canadian MNPS airspace | B031, B032, B036, B059 | |
| Caribbean Sea - Including the islands/nations and the Havana FIR | B031, B036 | |
| Caribbean Sea - Including the islands/nations, but excluding the Havana FIR | B031, B036, B050 | |
| Central America | B031, B032, B034, B036, B450 | 2 |
| China | B031, B032, B036, B450 | 1, 2 |
| Europe and the Mediterranean Sea | B031, B032, B034, B036, B450 | 2 |
| Gulf of Mexico | B031, B036, B450 | 2 |
| Indian Ocean - Including the islands/nations | B031, B032, B036, B450 | 2 |
| Mexico | B031, B036, B450 | 2 |
| Middle East - Excluding Iraq | B031, B036, B450 | 2 |

| Authorized Areas of En Route Operation | Reference Paragraphs | Note Reference # |
|--|------------------------------|-------------------------|
| Pacific Ocean - The Central and South Pacific Ocean | B031, B032, B036, B037, B450 | 2 |
| Pacific Ocean - The North Pacific Ocean | B031, B032, B036, B450 | 2 |
| Pacific Ocean - The Pacific Ocean islands/nations | B031, B034, B036, B450 | 2 |
| Russia, Mongolia, and the CIS Nations | B031, B032, B036, B450 | 2 |
| South America | B031, B032, B034, B036, B450 | 2 |
| USA - The 48 contiguous United States and the District of Columbia | B031, B032, B034, B035, B036 | |
| USA - The State of Alaska | B031, B032, B034, B035, B036 | |
| USA - The State of Hawaii | B031, B032, B034, B035, B036 | |

b. The certificate holder shall conduct all en route operations in accordance with the following limitations, provisions, and special requirements referenced numerically for each area of en route operation listed in subparagraph a. above.

| Note Reference # | Limitations Provisions and Special Requirements |
|-------------------------|--|
| 1 | RVSM not authorized for the People's Republic of China. |
| 2 | Restrictions for operations into or the overflight of the nations listed within the various areas may apply. It is the responsibility of the operator to ascertain the status or those restrictions in effect prior to conducting a flight into or over those countries sovereign territories. See FAA Web Site: http://www.intl.faa.gov/AIA-100/Restrict/restrict.htm |

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2012.03.19 14:38:50 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 03/19/2012 Amendment Number: 16
5. I hereby accept and receive the Operations Specifications in this paragraph.

2012.03.19 14:10:23 Central Daylight Time
Location: WebOPSS
Digitally signed by Ephraim F Ingals

Date: 03/19/2012

**B054 . Class II Navigation Using Single Long-Range
Navigation System (S-LRNS)**

HQ Control: 12/17/2002

HQ Revision: 01a

The certificate holder shall conduct all Class II navigation operations using S-LRNS in accordance with Title 14 Code of Federal Regulations (CFR) Section 135.165 and the provisions of this operations specification paragraph.

a. Authorized Aircraft and Equipment. The certificate holder is authorized to conduct Class II S LRNS operations using the following aircraft and S-LRNS.

| Aircraft M/M/S | Single Long-Range Navigation System | |
|-------------------|-------------------------------------|--------|
| | Manufacturer | Model |
| LR-35-A | Universal | UNS-1K |

b. Special Limitations and Provisions. The certificate holder shall conduct all operations using a S LRNS in accordance with the following limitations and provisions:

(1) Unless specifically authorized elsewhere in these operations specifications, the certificate holder shall not conduct Class II navigation operations within Central East Pacific and Composite Airspace, North Pacific Airspace, North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace, or Areas of Magnetic Unreliability. The S LRNS shall be operational as required by paragraph B039 (NAT/MNPS) and B040 (Areas of Magnetic Unreliability), as applicable.

(2) If the aircraft is equipped with only a single long range communications system, the requirements of operations specifications paragraph B045, Extended Overwater Operations Using a Single Long-Range Communication System, must be met.

(3) The certificate holder shall conduct all Class II S LRNS operations so the aircraft is continuously navigated to the degree of accuracy required for air traffic control. For areas where these accuracy and navigation performance standards have not been formally established, the long-range navigation system must be used to continuously navigate the aircraft so that the crosstrack and/or the alongtrack errors will not exceed 25 nautical miles at any point along the flight plan route specified in the ATC clearance.

(4) Prior to entering any airspace requiring the use of a LRNS, the aircraft position shall be accurately fixed using airways navigation facilities or ATC radar. After exiting this airspace, the aircraft position shall be accurately fixed and the long-range navigation system error shall be determined and logged in accordance with the operator's approved procedures.

(5) A LRNS fix may be substituted for a required en route ground facility when that facility is temporarily out of service, provided the approved navigation system has sufficient accuracy to navigate the aircraft to the degree of accuracy required for ATC over that portion of the route.

(6) At dispatch, at least one of the navigation systems listed below must be installed and operational:

(a) At least one independent inertial navigation system (INS).

(b) At least one flight management system/navigation sensor combination (or equivalent).

(c) At least one independent GPS navigation system approved for Class II navigation in oceanic and remote areas.

(7) Flightcrew procedures must be in place and used in the event of the loss of the S LRNS after dispatch.

(8) Before conducting any operations authorized by this operations specifications, the flightcrew must be qualified in accordance with the certificate holder's approved training program for the system and procedures being used.

c. The area of operation permitted is defined by the following description and excludes all the NAT/MNPS airspace:

- Beginning at 44 degrees 47'20" N/67 degrees 00'00" W.
- Hence to 39 degrees 00'00" N/67 degrees 00'00" W.
- Hence to 38 degrees 30'00" N/69 degrees 20'00" W.
- Hence to 38 degrees 00'00" N/60 degrees 00'00" W.
- Hence to 27 degrees 00'00" N/60 degrees 00'00" W.
- Hence to 27 degrees 00'00" N/58 degrees 00'00" W.
- Hence to 07 degrees 46'00" N/58 degrees 00'00" W.
- Then northwestward along the adjacent coastline of South America, the eastern coastline of Central America, the eastern coastline of Mexico, and the southern and eastern coastlines of the United States to the beginning point.

Removed CE-525-525

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.04 17:22:13 Central Daylight Time
Location: WebOPSS
Digitally signed by Penny J Ratliff on behalf
of Beach, Thomas, Principal Operations
Inspector (NM09)

4. Date Approval is effective: 04/27/2011 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.04.27 20:51:31 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart on behalf of
Lockhart, Brian D., Director of Maintenance

Date: 04/27/2011

B450 . Sensitive International Areas

HQ Control: 10/29/2009

HQ Revision: 010

a. Sensitive International Areas. The FAA identified a need to communicate vital and time-sensitive safety information regarding overflights and/or flights into certain sensitive international areas. Review the list of countries identified at the following Web address:

www.faa.gov/air_traffic/publications/ifim/us_restrictions/. Enter into Table 1 the country, the flight operation (overflight, or into/out of), the destination airport if applicable, the frequency (daily, weekly, monthly, or on demand) as well as the type of operations (passenger, cargo, U.S. Government) for the listed countries, *excluding* operations in the following countries: United States, Bahamas, Canada, and Cuba. The certificate holder will review the list of countries on the FAA website at least every three months and change Table 1 accordingly.

Table 1 - Country/Areas and Authorizations

| Country | Overflight or Flight Into/Out of | Destination Airport (if applicable) | Frequency of Operations | Type of Operations |
|-----------------------|----------------------------------|-------------------------------------|-------------------------|---------------------|
| Kenya | Overflight | | On demand | Passenger and Cargo |
| Kenya | Flight Into/Out Of | | On demand | Passenger and Cargo |
| Russia | Overflight | | On demand | Passenger and Cargo |
| Russia | Flight Into/Out Of | | On demand | Passenger and Cargo |
| Somalia | Overflight | | On demand | Passenger and Cargo |
| Somalia | Flight Into/Out Of | | On demand | Passenger and Cargo |
| Serbia and Montenegro | Overflight | | On demand | Passenger and Cargo |
| Serbia and Montenegro | Flight Into/Out Of | | On demand | Passenger and Cargo |
| Sudan | Overflight | | On demand | Passenger and Cargo |
| Sudan | Flight Into/Out Of | | On demand | Passenger and Cargo |
| Lebanon | Overflight | | On demand | Passenger and Cargo |
| Lebanon | Flight Into/Out Of | | On demand | Passenger and Cargo |
| Mexico | Overflight | | On demand | Passenger and Cargo |
| Mexico | Flight Into/Out Of | | On demand | Passenger and Cargo |
| Syria | Overflight | | On demand | Passenger and Cargo |

| Country | Overflight or Flight Into/Out of | Destination Airport (if applicable) | Frequency of Operations | Type of Operations |
|-------------|----------------------------------|-------------------------------------|-------------------------|---------------------|
| Syria | Flight Into/Out Of | | On demand | Passenger and Cargo |
| Afghanistan | Overflight | | On demand | Passenger and Cargo |
| Congo | Overflight | | On demand | Passenger and Cargo |

b. Responsible Persons. In order for the FAA to immediately communicate time-sensitive safety information that could impact the safety of your flight operations, enter into Table 2 the primary points of contact for a management person or operational control organization that has the ability to contact an aircraft inflight and is responsible for the international flight operations listed in Table 1. This contact will be available 24 hours a day, 7 days a week.

Table 2 - Responsible Persons/Organization

| Person(s) / Organization | Person(s) Title / Organization | Phone Number | Email Address |
|---|--------------------------------|--------------|---------------------------|
| Ephraim F. Ingals / Global Aviation, Inc. | Director of Operations | 503-648-6403 | e.ingals@flyglobalnow.com |

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2012.03.19 14:39:43 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 03/19/2012 Amendment Number: 3
5. I hereby accept and receive the Operations Specifications in this paragraph.

2012.03.19 12:49:51 Central Daylight Time
Location: WebOPSS
Digitally signed by Ephraim F Ingals

Date: 03/19/2012

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C051. Terminal Instrument Procedures

HQ Control: 08/02/99
HQ Revision: 020

- a. The certificate holder is authorized to conduct terminal instrument operations using the procedures and minimums specified in these operations specifications, provided one of the following conditions is met:
- (1) The terminal instrument procedure used is prescribed by these operations specifications.
 - (2) The terminal instrument procedure used is prescribed by Title 14 Code of Federal Regulations (CFR) Part 97, Standard Instrument Approach Procedures.
 - (3) At U.S. military airports, the terminal instrument procedure used is prescribed by the U.S. military agency operating the airport.
 - (4) If authorized foreign airports, the terminal instrument procedure used at the foreign airport is prescribed or approved by the government of an ICAO contracting state. The terminal instrument procedure must meet criteria equivalent to that specified in either the United States Standard for Terminal Instrument Procedures (TERPS); or ICAO Document 8168-OPS; Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS), Volume II; or Joint Aviation Authorities, Joint Aviation Requirements, operational agreements, Part 1 (JAR-OPS-1).
- b. If Applicable, Special Limitations, and Provisions for Instrument Approaches at Foreign Airports.
- (1) Terminal instrument procedures may be developed and used by the certificate holder for any foreign airport, provided the certificate holder makes a determination that each procedure developed is equivalent to U.S. TERPS, ICAO PANS-OPS, or JAR-OPS-1 criteria and submits to the FAA a copy of the terminal instrument procedure with supporting documentation.
 - (2) At foreign airports, the certificate holder shall not conduct terminal instrument procedures determined by the FAA to be “not authorized for United States air carrier use.” In these cases, the certificate holder may develop and use a terminal instrument procedure provided the certificate holder makes a determination that each procedure developed is equivalent to U.S. TERPS, ICAO PANS-OPS, or JAR-OPS-1 criteria and submits to the FAA a copy of the terminal instrument procedure with supporting documentation.
 - (3) When operating at foreign airports RVR values or meteorological visibility might be shown in meters. When the minimums are specified only in meters, the certificate holder shall use the metric operational equivalents as specified in the RVR Conversion Table (Table 1) or the Meteorological Visibility Conversion Table (Table 2) for both takeoff and landing. Values not shown may be interpolated.

Table 1

| RVR Conversion | |
|-----------------------|---------------|
| Feet | Meters |
| 300 ft | 75 m |
| 400 ft | 125 m |
| 500 ft | 150 m |
| 600 ft | 175 m |
| 700 ft | 200 m |
| 1000 ft | 300 m |
| 1200 ft | 350 m |
| 1600 ft | 500 m |
| 1800 ft | 550 m |
| 2000 ft | 600 m |
| 2100 ft | 650 m |
| 2400 ft | 750 m |
| 3000 ft | 1000 m |
| 4000 ft | 1200 m |
| 4500 ft | 1400 m |
| 5000 ft | 1500 m |
| 6000 ft | 1800 m |

Table 2

| Meteorological Visibility Conversion | | |
|---|---------------|-----------------------|
| Statute Miles | Meters | Nautical Miles |
| ¼ sm | 400 m | ¼ nm |
| 3/8 sm | 600 m | 3/8 nm |
| 1/2 sm | 800 m | 1/2 nm |
| 5/8 sm | 1000 m | 5/8 nm |
| 3/4 sm | 1200 m | 7/10 nm |
| 7/8 sm | 1400 m | 7/8 nm |
| 1 sm | 1600 m | 9/10 nm |
| 1 1/8 sm | 1800 m | 1 1/8 nm |
| 1 ¼ sm | 2000 m | 1 1/10 nm |
| 1 ½ sm | 2400 m | 1 3/10 nm |
| 1 ¾ sm | 2800 m | 1 ½ nm |
| 2 sm | 3200 m | 1 ¾ nm |
| 2 ¼ sm | 3600 m | 2 nm |
| 2 ½ sm | 4000 m | 2 2/10 nm |
| 2 ¾ sm | 4400 m | 2 4/10 nm |
| 3 sm | 4800 m | 2 6/10 nm |

- (4) When operating at foreign airports where the published landing minimums are specified in RVR, the RVR may not be available, therefore the meteorological visibility is reported. When the minimums are reported in meteorological visibility, the certificate holder shall convert meteorological visibility to RVR by multiplying the reported visibility by the appropriate factor, shown in Table 3. The conversion of reported meteorological visibility to RVR is used only for Category I landing minimums, and shall not be used for takeoff minima, CAT II or III minima, or when a reported RVR is available.

Table 3

[RVR = (reported meteorological visibility) X (factor)]

| AVAILABLE LIGHTING | DAY | NIGHT |
|--|------------|--------------|
| High Intensity approach and runway lighting | 1.5 | 2.0 |
| Any type of lighting installation other than above | 1.0 | 1.5 |
| No lighting | 1.0 | N/A |

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Moved to IOPSS
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/29/2005 11:29:01 AM

Judge, John L.

Principal Operations Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/21/2005 1:50:09 PM

Kelly, Donald M.

Assistant Director of Operations

Date: 09/21/2005

C052 . Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima – All Airports **HQ Control: 01/07/2011**
HQ Revision: 070

a. The certificate holder is authorized to conduct operations using the types of IAPs listed in Table 1 below, and shall not conduct operations using any other types.

Table 1 – Authorized Instrument Approach Procedures

| Nonprecision Approach Procedures Without Vertical Guidance | Approaches With Vertical Guidance (APV) | Precision Approach Procedures (ILS, MLS & GLS) |
|---|--|---|
| GPS | LDA with glide slope | ILS |
| RNAV (GPS) | LDA with glide slope | ILS/DME |
| RNAV (GNSS) | LDA PRM | ILS/PRM |
| LDA | LOC BC with glide slope | |
| LDA/DME | LDA PRM DME | |
| LOC | RNAV (GPS) | |
| LOC BC | | |
| LOC/DME | | |
| LOC/BC/DME | | |
| NDB | | |
| NDB/DME | | |
| SDF | | |
| VOR | | |
| VOR/DME | | |
| VOR/DME/LOC | | |

b. Conditions and Limitations.

(1) Unless otherwise authorized by these operations specifications, the certificate holder shall not use any IFR IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97, or

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400), or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

(2) Runway Visual Range: TDZ RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway.

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

(b) Visibility values below ½ statute mile are not authorized and shall not be used.

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(3) The certificate holder may not use DA(H) in lieu of MDA(H) unless paragraph C073 is authorized.

(4) Unless otherwise authorized by these operations specifications, the certificate holder may not conduct any RNP special aircraft and aircrew authorization required (SAAAR) operations.

(5) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The certificate holder is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved GPS and/or GPS WAAS equipment listed in paragraph B034 if “... or GPS”, GPS, or RNAV (GPS) or RNAV (GNSS) is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The airborne GPS and/or GPS WAAS navigation equipment to be used must be approved for IFR operations, certified for the intended operation (LPV, LNAV/VNAV, LP or LNAV) and must contain current navigation data.

(b) Both the GPS constellation and the required airborne equipment must be providing the levels of availability, accuracy, continuity of function, and integrity required for the operation.

c. Reduced Precision CAT I Landing Minima.

(1) Reduced Landing Minima – 200 feet DH and 1800 RVR. The certificate holder is authorized precision CAT I landing minima as low as 1800 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights, including runways with installed but inoperative TDZ lights and/or RCL lights, in accordance with the following requirements:

(a) The authorized airplane(s) must be equipped with an approved FD, AP, or HUD approved for at least CAT I operations that provides guidance to DA. The flightcrew must be required to engage the FD, AP, or HUD as applicable and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established that allow the safe continuation to a landing. Single pilot operations are prohibited from using the FD to reduced CAT I landing minima without the accompanying use of an AP or HUD.

(b) Should the FD, AP, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless the approach can be continued with the use of an operational FD, AP, or HUD, or visual reference to the runway environment has been established.

(c) The flightcrew must demonstrate proficiency in ILS approaches to minimums using the FD, AP, or HUD as applicable.

(d) The Part 97 SIAP must have an 1800 RVR minimum.

d. Limitations and Provisions for IAPs at Foreign Airports.

(1) Unless otherwise authorized by these operations specifications, the certificate holder shall not use any IFR IAP at any foreign airport unless:

(a) The procedure has been constructed using criteria based on FAA Order 8260.3, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by the ICAO Doc 8168, Procedures for Air Navigation Services, and,

(b) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, or the applicable European Union (EU) or European Aviation Safety Agency (EASA) regulation or ICAO Doc 9365, Manual of All Weather Operations, Third Edition, and,

(c) The DH/MDA shall not be below 200 feet HATh unless authorized by these operations specifications.

(2) The certificate holder may not conduct operations using RNP-AR or "RNP-Like" foreign procedures unless the certificate holder is authorized nonstandard paragraph C384 or paragraph C358, respectively, and the procedures are authorized from within the applicable paragraph.

(3) Foreign approach lighting systems compliant with the ICAO Annex 14 Standards and Recommended Practices (SARPS) or equivalent to U.S. standards are authorized for non-precision, APV, and precision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

(4) For straight-in landing minima at foreign airports where an MDA(H) or DA(H) is not provided, the lowest authorized MDA(H) or DA(H) shall be obtained as follows:

(a) When an Obstruction Clearance Limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the airport elevation. The MDA(H) may be rounded to the next higher 10-foot increment.

(b) When an Obstacle Clearance Altitude (OCA)/Obstacle Clearance Height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH as adjusted by any operational requirement to increase the altitude/height. For non-precision approaches, the authorized MDA(H) may be expressed in intervals of 10 feet.

(5) When conducting an IAP outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

- (a) Runway, runway markings, or runway lights.
- (b) Approach light system (in accordance with 14 CFR § 91.175(c)(3)(i)).
- (c) Threshold, threshold markings, or threshold lights.
- (d) Touchdown zone (TDZ), TDZ markings, or TDZ lights.
- (e) Visual glidepath indicator (such as VASI, PAPI).

(f) Runway end identifier lights.

(6) Approaches to runways with published minima as low as 1800 RVR (550m) without installed RCL and/or TDZ lighting or with inoperative RCL and/or TDZ lighting are authorized as long as the requirements of subparagraph c (1)(a-c) of this operations specification are met.

-
1. Issued by the Federal Aviation Administration .
 2. Support information reference: HQ Revision - C052 combines C053 & C074
 3. These Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective: 03/15/2011 Amendment Number: 9
5. I hereby accept and receive the Operations Specifications in this paragraph.

Date: 03/15/2011

C053. Straight-In Category I Approach Procedures Other Than ILS, MLS, or GLS and IFR Landing Minimums - All Airports **HQ Control: 04/06/05**
HQ Revision: 03b

a. The certificate holder shall not use any IFR Category I landing minimum lower than that prescribed by the applicable published instrument approach procedure. The IFR landing minimums prescribed in this paragraph are the lowest Category I minimums authorized for use at any airport.

b. Category I Approach Procedures Other Than ILS, MLS, or GLS. The certificate holder shall not use an IFR landing minimum for straight-in nonprecision approach procedures, lower than that specified in the following table. Touchdown zone (TDZ) RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway (See NOTE 6).

| Straight-In Category I Approaches (Approaches other than ILS, MLS, or GPS Landing System (GLS)) | | | | | |
|--|--|--|------------------------------|--|-------------------------------|
| Approach Light Configuration | HAT (See NOTES 1, 2, & 3) | Aircraft Category A, B, and C | | Aircraft Category D | |
| | | Visibility in Statute Miles | TDZ RVR In Feet | Visibility in Statute Miles | TDZ RVR In Feet |
| No Lights | 250 | 1 | 5,000 | 1 | 5,000 |
| ODALS | 250 | 3/4 | 4,000 | 1 | 5,000 |
| MALS, or SALS | 250 | 5/8 | 3,000 | 1 (See NOTE 5) | 5,000 (See NOTES 5 & 6) |
| MALSR, or SSALR, or ALSF-1, or ALSF-2 | 250 | ½ (See NOTE 4) | 2,400 (See NOTE 4 & 6) | 1 (See NOTE 5) | 5,000 (See NOTES 5 & 6) |
| DME ARC Final Approach Segment, any light configuration | 500 | 1 | 5,000 | 1 | 5,000 |

NOTE 1: For NDB approaches with a FAF, add 50 ft. to the HAT.

NOTE 2: For NDB approaches without a FAF, add 100 ft. to the HAT.

NOTE 3: For VOR approaches without a FAF, add 50 ft. to the HAT.

NOTE 4: For NDB approaches, the lowest authorized visibility is ¾ and the lowest RVR is RVR 4000.

NOTE 5: For LOC approaches, the lowest authorized visibility is ¾ and the lowest RVR is RVR 4000.

NOTE 6: The mid RVR and rollout RVR reports (if available) provide advisory information to pilots. The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

c. Special Limitations and Provisions for Instrument Approach Procedures at Foreign Airports. If the certificate holder operates to foreign airports the following applies:

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for precision and nonprecision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

(2) For straight-in landing minimums at foreign airports where an MDA(H) or DA(H) is not specified, the lowest authorized MDA(H) or DA(H) shall be obtained as follows:

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For approaches other than ILS, MLS, or GLS, the MDA(H) may be rounded to the next higher 10-foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH. For approaches other than ILS, MLS, or GLS, the authorized MDA(H) may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for approaches other than ILS, MLS, or GLS, shall not be below those specified in subparagraph a above of this operations specification.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph c(2) above will be established in accordance with criteria prescribed by U.S. TERPS or Joint Aviation Authorities, Joint Aviation Requirements, operational agreements, Part 1 (JAR-OPS-1).

(4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

- (a) Runway, runway markings, or runway lights.
- (b) Approach light system (in accordance with CFR Section 91.175(c)(3)(i)).
- (c) Threshold, threshold markings, or threshold lights.
- (d) Touchdown zone, touchdown zone markings, or touchdown zone lights.
- (e) Visual glidepath indicator (such as, VASI, PAPI).
- (f) Runway end identifier lights.

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1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support information reference: Moved to IOPSS
 3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/29/2005 11:33:06 AM

Judge, John L.

Principal Operations Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/21/2005 1:50:51 PM

Kelly, Donald M.

Assistant Director of Operations

Date: 09/21/2005

C054. Special Limitations and Provisions for Instrument Approach Procedures and IFR Landing Minimums

HQ Control: 03/09/04
HQ Revision: 02a

a. High Minimum Pilot-in-Command Provisions. Pilots-in-command who have not met the requirements of Title 14 of the Code of Federal Regulations (CFR) Section 121.652 or 135.225(e) as appropriate, shall use the high minimum pilot RVR landing minimum equivalents as determined from the following table.

| RVR Landing Minimum as Published | RVR Landing Minimum Equivalent required for High Minimum Pilots |
|---|--|
| RVR 1800 | RVR 4500 |
| RVR 2000 | RVR 4500 |
| RVR 2400 | RVR 5000 |
| RVR 3000 | RVR 5000 |
| RVR 4000 | RVR 6000 |
| RVR 5000 | RVR 6000 |

b. Limitations on the Use of Landing Minimums for Turbojet Airplanes.

(1) A pilot-in-command of a turbojet airplane shall not conduct an instrument approach procedure when visibility conditions are reported to be less than $\frac{3}{4}$ statute mile or RVR 4000 until that pilot has been specifically qualified to use the lower landing minimums.

(2) A pilot-in-command of a turbojet airplane shall not begin an instrument approach procedure when the visibility conditions are reported to be less than $\frac{3}{4}$ statute mile or RVR 4000, unless the following conditions exist:

(a) Fifteen percent additional runway length is available over the landing field length specified for the destination airport by the appropriate Sections of the CFR.

(b) Precision instrument (all weather) runway markings or runway centerline lights are operational on that runway.

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1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support information reference: Moved to IOPSS
 3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/29/2005 11:34:10 AM

Judge, John L.

Principal Operations Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/21/2005 1:51:12 PM

Kelly, Donald M.

Assistant Director of Operations

Date: 09/21/2005

C055 . Alternate Airport IFR Weather Minimums

HQ Control: 02/04/2011

HQ Revision: 03b

a. The certificate holder is authorized to derive alternate airport weather minimums from Table 1 below.

b. Special limitations and provisions:

(1) In no case shall the certificate holder use an alternate airport weather minimum other than any applicable minimum derived from this table.

(2) In determining alternate airport weather minimums, the certificate holder shall not use any published IAP which specifies that alternate airport weather minimums are not authorized.

(3) When determining the usability of a runway, wind including gust must be forecast to be within operating limits, including reduced visibility limits, and should be within the manufacturer's maximum demonstrated crosswind.

(4) All conditional forecast elements below the lowest applicable operating minima must be taken into account. Additives are applied only to the height value (H) to determine the required ceiling.

(5) When dispatching under the provisions of the MEL, those MEL limitations affecting instrument approach minima must be considered in determining alternate minima.

(6) For operations outside the United States, because of variations in the international metric weather forecasting standards, 700 m may be used in lieu of 800 m.

Table 1 - Alternate Airport IFR Weather Minimums

| Approach Facility Configuration | Ceiling | Visibility |
|--|--|--|
| For airports with at least one operational navigational facility providing a straight-in non-precision approach procedure, or Category I precision approach, or, when applicable, a circling maneuver from an IAP. | Add 400 ft to MDA(H) or DA(H), as applicable. | Add 1 statute mile or 1600 m to the landing minimum. |
| For airports with at least two operational navigational facilities, each providing a straight-in approach procedure to different suitable runways. | Add 200 ft to higher DA(H) or MDA(H) of the two approaches used. | Add ½ sm or 800 m to the higher authorized landing minimum of the two approaches used. |

1. Issued by the Federal Aviation Administration .
2. Support information reference: HQ revision
3. These Operations Specifications are approved by direction of the Administrator.



2011.03.17 11:12:09 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 03/15/2011 Amendment Number: 4
5. I hereby accept and receive the Operations Specifications in this paragraph.

Ingals, Ephraim F., Director of Operations

2011.03.17 15:52:25 Central Daylight Time
Location: WebOPSS
Digitally signed by Ephraim F Ingals

Date: 03/15/2011

**C057. IFR Takeoff Minimums, 14 CFR Part 135 Airplane
Operations - All Airports**

**HQ Control: 01/13/2000
HQ Revision: 02a**

Standard takeoff minimums are defined as 1 statute mile visibility or RVR 5000 for airplanes having 2 engines or less and 1/2 statute mile visibility or RVR 2400 for airplanes having more than 2 engines. RVR reports, when available for a particular runway, shall be used for all takeoff operations on that runway. All takeoff operations, based on RVR, must use RVR reports from the locations along the runway specified in this paragraph.

a. When a takeoff minimum is not published, the certificate holder may use the applicable standard takeoff minimum and any lower than standard takeoff minimums authorized by these operations specifications. When standard takeoff minimums or greater are used, the Touchdown Zone RVR report, if available, is controlling.

b. When a published takeoff minimum is greater than the applicable standard takeoff minimum and an alternate procedure (such as a minimum climb gradient compatible with airplane capabilities) is not prescribed, the certificate holder shall not use a takeoff minimum lower than the published minimum. The Touchdown Zone RVR report, if available, is controlling.

NOTE: Single-Engine IFR Part 135 passenger-carrying operations are not authorized lower than standard takeoff minimums at any airport.

c. When takeoff minimums are equal to or less than the applicable standard takeoff minimum, the certificate holder is authorized to use a takeoff minimum equal to the lowest authorized straight-in Category I IFR landing minimum applicable to the certificate holder for that particular airport. The Touchdown Zone RVR report, if available, is controlling.

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1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support information reference: Moved to IOPSS.
 3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/29/2005 11:38:18 AM

Judge, John L.

Principal Operations Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/21/2005 1:51:51 PM

Kelly, Donald M.

Assistant Director of Operations

Date: 09/21/2005

C063 . IFR RNAV 1 Departure Procedures (DP) and Standard Terminal Arrivals (STAR) **HQ Control: 05/31/2007**
HQ Revision: 040

a. The certificate holder is authorized to conduct IFR area navigation (RNAV 1) Instrument Departure Procedures (DPs) and Standard Terminal Arrivals (STARs) published in accordance with 14 CFR Part 97 using approved area navigation systems to the airports and runways approved for such operations and shall conduct all such operations in accordance with the provisions of these operations specifications.

b. Authorized Aircraft and Equipment. The certificate holder is authorized to conduct RNAV 1 DPs and STARs operations using the following eligible aircraft and area navigation systems installed and operational as required by the AFM, CFR, the FAA compliance table, or this operations specification.

Table 1 - Aircraft With RNAV Systems Eligible for RNAV 1 DPs and STARs

| Compliant RNAV Systems Eligible for RNAV 1 DPs and STARs | | | | |
|--|---------------|--------------------------------|---|----------------------------|
| Airplane M/M/S | Manufacturer | Model/HW Part # | Software Part/Version/Revision Number | Limitations and Provisions |
| BD-700-1A10 | (3) Honeywell | IC-800 7017300-61009 | FMSTLD06G08F11/ NZ5.8/ (none) | N/A |
| CL-600-2B16 | (2) Collins | FMS-6000 822-0868-089 | 832-4117-074/ v3.3.1/ (none) | N/A |
| HS-125-800 | (2) Honeywell | NZ-2000 7018879-03022 | FMSC0102031F000/ NZ6.0/ Rev 3.01-16M | N/A |
| LR-35-A | Universal | UNS-1K p/n 1116-40- 1116 | SCN 603.4 | N/A |
| LR-45-45 | (2) Universal | UNS-1E 2017-41-201 | SCN 802.7 | N/A |

c. The certificate holder must maintain the aircraft and equipment listed in Table 1 above using an established maintenance program that addresses these RNAV requirements.

d. Flightcrew Qualifications. Flightcrews shall not conduct operations approved by this operations specification until that flightcrew is qualified in accordance with the certificate holder's approved training program for RNAV 1 DPs and STARs operations.

e. For Part 135 operators that have no manuals, the approved procedures required for this authorization are as follows:

Removed HS-125-800XP and CE-525-525

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.04 17:22:13 Central Daylight Time
Location: WebOPSS
Digitally signed by Penny J Ratliff on behalf
of Beach, Thomas, Principal Operations
Inspector (NM09)

4. Date Approval is effective: 04/27/2011 Amendment Number: 11
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.04.27 20:53:04 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart on behalf of
Lockhart, Brian D., Director of Maintenance

Date: 04/27/2011

| | | |
|---|---------------------|-----------------|
| C064. <u>Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower-- Nonscheduled Passenger and All-Cargo Operations</u> | HQ Control: | 12/17/03 |
| | HQ Revision: | 03a |

The certificate holder is authorized to conduct nonscheduled passenger and all-cargo (scheduled and nonscheduled) terminal area IFR operations in Class G airspace or at airports without an operating control tower specified in accordance with the limitations and provisions of this paragraph. The certificate holder shall not conduct any other terminal area IFR operations under this operations specification.

- a. The certificate holder is authorized to conduct these operations, provided that the certificate holder determines that:
 - (1) The airport is served by an authorized instrument approach procedure.
 - (2) The airport has an approved source of weather or in accordance with the provisions for conducting the flight under the eligible on-demand authorization.
 - (3) The airport has a suitable means for the pilot-in-command to acquire timely air traffic advisories and the status of airport services and facilities.
 - (4) The facilities and services necessary to safely conduct IFR operations are available and operational at the time of the particular operation.
- b. The certificate holder is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G airspace or at airports without an operating control tower provided that at the time of any operation to that alternate or diversionary airport, the certificate holder determines that the provisions specified in subparagraphs a(1) through (4) are met.
- c. Except as provided in operations specifications paragraph C077, all 14 CFR Part 135 turbojet and all Part 121 operations in the terminal area are conducted under instrument flight rules.

-
1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support information reference: Moved to IOPSS
 3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/29/2005 11:39:41 AM

Judge, John L.

Principal Operations Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/21/2005 1:52:11 PM

Kelly, Donald M.

Assistant Director of Operations

Date: 09/21/2005

C074. Category I Precision Approach Procedures and IFR Landing Minima - All Airports

HQ Control: 05/14/08
HQ Revision: 02a

a. The certificate holder shall not use any instrument flight rule (IFR) Category I (CAT) landing minimum lower than that prescribed by the applicable published instrument approach procedure. The IFR landing minima prescribed in this paragraph are the lowest CAT I minima authorized for use at any airport.

b. CAT I Precision Approach Procedures. The certificate holder shall not use an IFR landing minimum for CAT I precision approach procedures lower than specified in Table 1.

(1) Touchdown zone (TDZ) Runway Visual Range (RVR) reports, when available for a particular runway, are controlling for all approaches to, and landings, on that runway.

(2) Visibility values below ½ statute mile are not authorized and shall not be used.

(3) The midfield and rollout RVR reports (if available) provide advisory information to flightcrew. The midfield RVR may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

| Table 1 - CATEGORY I PRECISION APPROACHES (Require operative lateral and vertical guidance) | | | |
|---|------------|---|------------------------|
| Approach Light Configuration | HAT | Airplane Category A, B, C, and D | |
| | | Visibility in Statute Miles | TDZ RVR in Feet |
| No Lights or ODALS | 200 | 3/4 | 4000 |
| MALS or SALS | 200 | 5/8 | 3000 |
| MALSR, or SSALR, or ALSF-1 or ALSF-2 | 200 | 1/2 | 2400 |
| MALSR with TDZ and CL, or SSALR with TDZ and CL, or ALSF-1/ALSF-2 with TDZ and CL | 200 | 1/2 | 1800 (See NOTE 1) |
| MALSR, or SSALR, or ALSF-1/ALSF-2 | 200 | 1/2 | 1800 (See NOTE 2) |

NOTE 1: If TDZ and/or centerline (CL) lighting is installed but inoperative, see NOTE 2.

NOTE 2: These minima apply without TDZ and CL lighting when operated by a properly qualified flightcrew, using a flight director (FD), autopilot (AP) with an approach coupler, or head-up display (HUD), at authorized airports and runways as described in subparagraph c. below.

c. Reduced Landing Minima. The certificate holder is authorized precision CAT I landing minima as low as 1800 RVR to approved runways **without** TDZ lights and/or CL lights, including runways with installed

but inoperative TDZ lights and/or CL lights. Reduced CAT I landing minima are authorized in accordance with the following requirements:

- (1) The authorized airplane(s) must be equipped with an approved FD, AP with an approach coupler, or HUD which provides guidance to Decision Altitude (DA). The flightcrew must be required to engage the FD, AP with an approach coupler, or HUD as applicable and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established which allow safe continuation to a landing. Single pilot operators are prohibited from using the FD to reduced CAT I landing minima without accompanying use of an AP or HUD.
- (2) Should the FD, AP approach coupler, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless visual reference to the runway environment has been established.
- (3) The flightcrew must be trained in the use of the FD, AP approach coupler, or HUD as applicable and demonstrate proficiency in ILS approaches to minima using this equipment
- (4) The crosswind component on the landing runway must be less than the airplane flight manual's crosswind limitations, or 15 knots or less, whichever is more restrictive.
- (5) The Part 97 standard instrument approach procedure has an 1800 RVR minimum in the procedure.
- (6) Specific airports and runways that have a Special Instrument Approach Procedure (not a Part 97 approach procedure) must be listed in Table 2 below.

Table 2 – Airports/Runways with Special Authorization for 1800 RVR

| Airport Name/Identifier | Runways | Special Limitation |
|--------------------------------|----------------|---------------------------|
| N/A | N/A | N/A |

d. Limitations and Provisions for Instrument Approach Procedures at Foreign Airports. If the certificate holder operates to foreign airports the following applies:

- (1) Foreign approach lighting systems equivalent to U.S. standards are authorized for precision and nonprecision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.
- (2) For straight-in landing minimums at foreign airports where an MDA(H) or DA(H) is not specified, the lowest authorized MDA(H) or DA(H) shall be obtained as follows:
 - (a) When an Obstacle Clearance Limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For approaches other than precision approaches, the MDA(H) may be rounded to the next higher 10-foot increment.
 - (b) When an Obstacle Clearance Altitude (OCA)/Obstacle Clearance Height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH. For approaches other than precision approaches, the authorized MDA(H) may be expressed in intervals of 10-feet.
 - (c) The HAT used for precision approaches shall not be below those specified in subparagraph b of this operations specification.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAT values determined in accordance with subparagraph b above will be established in accordance with criteria prescribed by U.S. TERPS or Joint Aviation Authorities (JAA), Joint Aviation Requirements (JAR), operational agreements, Part 1 (JAR-OPS-1).

(4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an airplane below the prescribed MDA(H) or continue an approach below the DA(H), unless the airplane is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

- (a) Runway, runway markings, or runway lights.
- (b) Approach light system (in accordance with 14 CFR Section 91.175(c)(3)(i)).
- (c) Threshold, threshold markings, or threshold lights.
- (d) TDZ, TDZ markings, or TDZ lights.
- (e) Visual glidepath indicator (such as, VASI, PAPI).
- (f) Runway end identifier lights.

-
1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support information reference: FAA Revision
 3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 6/17/2008 3:52:19 PM

Beach, Thomas A.

Principal Operations Inspector

4. Date Approval is effective: 06/17/2008 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 6/17/2008 2:23:39 PM

Thomas, Matthew

Dir. of Operations, Part 135

Date: 06/17/2008

C075 . Category I IFR Landing Minimums - Circle-to-Land Approach Maneuver

HQ Control: 04/27/2001

HQ Revision: 020

The certificate holder is authorized Category (CAT) I IFR landing minimums for circle-to-land approach maneuvers in accordance with the limitations and provisions of this operations specification.

- a. The lowest authorized IFR landing minimum for instrument approaches, which require a circle-to-land maneuver to the runway of intended landing, shall be determined for a particular aircraft by using the speed category appropriate to the highest speed used during the circle-to-land maneuver.
- b. Aircraft operating under IFR during all circle-to-land maneuvers are required to remain clear of clouds. If visual reference to the airport is lost while conducting a circle-to-land maneuver the missed approach procedure specified for the applicable instrument approach must be followed, unless an alternate missed approach procedure is specified by ATC.
- c. All Certificate Holders- Training and Checking Provided . If the certificate holder provides training and checking the following subparagraphs c(1) through c(3) apply.

(1) The certificate holder shall use the highest of the following landing minimums for an instrument approach that requires a circle-to-land maneuver to align the aircraft with the runway of intended landing when a straight-in landing from an instrument approach is not possible or is not desirable:

(a) The circling landing minimum specified by the applicable instrument approach procedure,
or

(b) A landing minimum specified in the following table.

| Speed Category | HAA | Visibility in Statute Miles |
|------------------|-------|-----------------------------|
| Less than 91 kts | 350' | 1 |
| 91 to 120 kts | 450' | 1 |
| 121 to 140 kts | 450' | 1½ |
| 141 to 165 kts | 550' | 2 |
| Above 165 kts | 1000' | 3 |

(2) The certificate holder shall conduct authorized circle-to-land maneuvers using only pilots who:

- (a) Are not required by a pilot certificate restriction to conduct circling approaches in VMC conditions only; and,
- (b) Have successfully completed an approved training program (if required) and a proficiency check for the circle-to-land maneuver. The training program must specifically include the circle-to-land maneuver. Satisfactory completion of an Advanced Qualification Program (AQP)

validation of the circle-to-land maneuver satisfies this requirement.

(3) The certificate holder is authorized to use the following aircraft to conduct circle-to-land maneuvers when training and checking are provided (if none are authorized, enter N/A):

Table 1

| Aircraft Make/Model/Series |
|----------------------------|
| BD-700-1A10 |
| CL-600-2B16 |
| HS-125-800 |
| LR-45-45 |
| LR-35-A |

d. If Foreign Airports are Authorized . The following special limitations and provisions for instrument approach procedures apply at foreign airports.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for precision, precision-like (other than ILS, MLS, or GLS), and nonprecision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

(2) For straight-in landing minimums at foreign airports where an MDA(H) or DA(H) is not specified, the lowest authorized MDA(H) or DA(H) shall be obtained as follows:

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For approaches other than ILS, MLS, or GLS, the MDA(H) may be rounded to the next higher 10-foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH. For approaches other than ILS, MLS, or GLS, the authorized MDA(H) may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for precision approaches shall not be below those specified in subparagraph a of this operations specification.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph b(2) above will be established in accordance with criteria prescribed by U.S. TERPS or Joint Aviation Authorities, Joint Aviation Requirements, operational agreements, Part 1 (JAR-OPS-1).

(4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR section 91.175(c)(3)(i)).

- (c) Threshold, threshold markings, or threshold lights.
- (d) Touchdown zone, touchdown zone markings, or touchdown zone lights.
- (e) Visual glidepath indicator (such as VASI or PAPI).
- (f) Runway-end identifier lights.

Removed HS-125-800XP and CE-525-525

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.04 17:22:14 Central Daylight Time
Location: WebOPSS
Digitally signed by Penny J Ratliff on behalf
of Beach, Thomas, Principal Operations
Inspector (NM09)

4. Date Approval is effective: 04/27/2011 Amendment Number: 14
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.04.27 20:55:07 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart on behalf of
Lockhart, Brian D., Director of Maintenance

Date: 04/27/2011

C076. Category I IFR Landing Minimums - Contact Approaches **HQ Control: 08/02/99**
HQ Revision: 010

The certificate holder shall not use any IFR Category I landing minimum lower than that prescribed by the applicable published instrument approach procedure. The IFR landing minimums prescribed in paragraphs C053 for *nonprecision* “other than ILS, MLS, or GLS” approaches and C074 for *precision* “ILS, MLS, or GLS” approaches of these operations specifications are the lowest Category I minimums authorized for use at any airport.

- a. Contact Approaches. The certificate holder shall not conduct contact approaches, unless the pilot-in-command has satisfactorily completed an approved training program for contact approaches. In addition, the certificate holder shall not conduct a contact approach unless the approach is conducted to an airport with an approved instrument approach procedure for that airport, and all of the following conditions are met:
- (1) The flight remains under instrument flight rules and is authorized by ATC to conduct a contact approach.
 - (2) The reported visibility/RVR for the runway of intended landing is at or above the authorized IFR minimum for the Category I nonprecision approach established for that runway or one statute mile (RVR 5000), whichever is higher.
 - (3) The flight is operating clear of clouds and can remain clear of clouds throughout the contact approach. The flight visibility must be sufficient for the pilot to see and avoid all obstacles and safely maneuver the aircraft to the landing runway using external visual references.
 - (4) The flight does not descend below the MEA/MSA, MVA, or the FAF altitude, as appropriate, until:
 - (a) The flight is established on the instrument approach procedure, operating below the reported ceiling, and the pilot has identified sufficient prominent landmarks to safely navigate the aircraft to the airport, or
 - (b) The flight is operating below any cloud base which constitutes a ceiling, the airport is in sight, and the pilot can maintain visual contact with the airport throughout the maneuver.
 - (5) The flight does not descend below the highest circling MDA prescribed for the runway of intended landing until the aircraft is in a position from which a descent to touch down, within the touchdown zone, can be made at a normal rate of descent using normal maneuvers.
- b. If Applicable, Special Limitations and Provisions for Instrument Approach Procedures at Foreign Airports.
- (1) Foreign approach lighting systems equivalent to U.S. standards are authorized for precision and nonprecision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.
 - (2) For straight-in landing minimums at foreign airports where an MDA(H) or DA(H) is not specified, the lowest authorized MDA(H) or DA(H) shall be obtained as follows:
 - (a) When an obstruction clearance limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For approaches other than ILS, MLS, or GLS, the MDA(H) may be rounded to the next higher 10-foot increment.
 - (b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH. For approaches other than ILS, MLS, or GLS, the authorized MDA(H) may be expressed in intervals of 10 feet.

-
- (c) The HAT or HAA used for precision approaches shall not be below those specified in subparagraph a of this operations specification.
- (3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph b(2) above will be established in accordance with criteria prescribed by U.S. TERPS or Joint Aviation Authorities, Joint Aviation Requirements, operational agreements, Part 1 (JAR-OPS-1).
- (4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:
- (a) Runway, runway markings, or runway lights.
 - (b) Approach light system (in accordance with 14 CFR Section 91.175(c)(3)(i)).
 - (c) Threshold, threshold markings, or threshold lights.
 - (d) Touchdown zone, touchdown zone markings, or touchdown zone lights.
 - (e) Visual glidepath indicator (such as, VASI, PAPI).
 - (f) Runway end identifier lights.

-
1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support information reference: Moved to IOPSS
 3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/29/2005 11:44:23 AM

Judge, John L.

Principal Operations Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/21/2005 1:53:06 PM

Kelly, Donald M.

Assistant Director of Operations

Date: 09/21/2005

C077 . Terminal Visual Flight Rules, Limitations, and Provisions

HQ Control: 09/01/2010

HQ Revision: 02a

a. Except as provided in this paragraph, 14 CFR Part 93, SFAR 50-2, and B051 of these operations specifications, the certificate holder shall operate all flights conducted under the provisions of 14 CFR Part 135 turbojet operations, within the areas listed in paragraph B050 of these operations specifications in accordance with instrument flight rules (IFR). The certificate holder is authorized to conduct terminal area operations according to the following provisions and limitations.

b. Terminal arrival IFR - Visual approach or a Charted Visual Flight Procedure (CVFP).
The flightcrew may accept a visual approach or a CVFP provided all the following conditions exist. The flightcrew may not accept a visual approach or a CVFP unless the limitations and provisions of subparagraph f. of this operations specification are met.

(1) The flight is operated and remains in Class B, C, or D airspace, within 35 miles of the destination airport in Class E airspace, or the airspace beneath the designated transition area.

(2) The flight is under the control of an Air Traffic Control (ATC) facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in Section 91.155.

(4) For a visual approach without a CVFP - The flightcrew must be able to establish and maintain visual contact with the airport or maintain visual contact with the traffic to be followed as directed by ATC. In addition, the following provisions and weather conditions at the airport during the approach must be met:

(a) Reported visibility must be as specified in Section 91.155, but not lower than a visibility of three miles and reported ceiling must be 1,000 feet or greater, or

(b) When in the terminal area with the reported visibility not lower than three miles and ceiling not reported, the flightcrew may continue to a landing if the runway of intended landing is in sight and the flightcrew can maintain visual contact with the runway throughout the approach and landing, and

(c) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in Section 91.129, 91.130, or 91.131, as applicable for the airspace class in which the flight is operated.

(5) For a CVFP - The flightcrew must be able to establish and maintain visual contact with the airport or the charted visual landmark(s) for the CVFP throughout the approach and landing. In addition, the weather conditions at the airport at the time of the approach must be reported to be at or above the weather minima established for the CVFP, but never lower than the VFR landing weather minima stated in Section 135.205 in uncontrolled airspace.

c. Terminal arrival VFR. If operating under the VFR en route provisions of operations specification B051 or if canceling an IFR flight plan, the flightcrew may operate under VFR in the terminal area under the following provisions. In addition, the flightcrew may not conduct VFR

operations in the terminal area unless the limitations and provisions of subparagraph f. of this operations specification are met.

(1) All of the following provisions and weather conditions at the airport at the time of approach must be met:

(a) Reported visibility must be as specified in Section 91.155, but not lower than the visibility criteria specified in Section 135.205.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in Section 91.155.

(d) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in Section 91.129, 91.130, or 91.131, as applicable for the airspace class in which the flight is operated.

(2) In addition the conditions in one of the following subparagraphs must be met:

(a) Controlled airports. The flight is operated within Class B, C, or D airspace, or within 10 miles of the destination airport in Class E airspace; and remains within controlled airspace. The flightcrew requests and uses radar-monitored traffic advisories provided by ATC when such advisories are available, and is in direct communication with the appropriate ATC facility.

(b) Uncontrolled airports. The flightcrew is in direct communication with an air/ground communication facility or agent of the certificate holder that provides airport traffic advisories and information that is pertinent to conditions on and around the landing surface during the terminal phase of flight; and the flight is operated within 10 nautical miles (nm) of the destination airport, or visual reference with the landing surface is established and can be maintained throughout the approach and landing.

(3) If there is a question that the weather conditions at the time of arrival may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under Section 91.119, or those prescribed in the charted visual procedure, whichever are higher, apply.

d. Terminal departures VFR. At airports which do not have operating ATC facilities and it is not otherwise possible for the flightcrew to obtain an IFR clearance to depart on an IFR flight plan, the flight may takeoff and depart under VFR provided all the following conditions exist. In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f. of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of takeoff must be met:

(a) Reported weather visibility must be as specified in Section 91.155, but not lower than the visibility criteria specified in Section 135.205.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in Section 91.155, and have visual reference with the ground or visual contact with a landmark when referenced in a published procedure to be followed for the airport.

(d) The ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in Section 91.129, 91.130, or 91.131, as applicable for the airspace class in which the flight is operated.

(2) The flight remains in VMC at all times while operating under VFR.

(3) Unless operating under certain en route provisions of Part 93, SFAR 50-2, and operations specification B051, the flightcrew must obtain an IFR clearance as soon as practical after takeoff, but under no circumstances farther than 50 nautical miles from the departure airport.

(4) If there is a question that the weather conditions at the time of takeoff may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under Section 91.119, or those prescribed in the authorized visual procedure, whichever are higher, apply.

e. Terminal departures IFR. The flightcrew must comply with the departure procedures established for a particular airport by the FAA if ATC does not specify any particular departure procedure in the takeoff clearance given for that airport. The flightcrew may accept an IFR clearance containing a clearance for a VMC takeoff and climb out to a specified point in the clearance, if the limitations and provisions of subparagraph f. of this operations specification are met.

f. Special Limitations and Provisions for Visual Flight Rules. All VFR operations authorized by this operations specification shall be conducted in accordance with the following limitations and provisions.

(1) The certificate holder must identify obstacles and use airport obstacle data which ensures that the performance requirements of Part 135 are met.

(2) The weather conditions must allow the flightcrew sufficient seeing conditions to identify and avoid obstacles and safely maneuver using external visual references and to maintain minimum altitudes.

1. Issued by the Federal Aviation Administration .
2. Support information reference: HQ Revision
3. These Operations Specifications are approved by direction of the Administrator.



2011.03.17 11:15:18 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 03/17/2011 Amendment Number: 4
5. I hereby accept and receive the Operations Specifications in this paragraph.

Ingals, Ephraim F., Director of Operations

2011.03.17 15:55:03 Central Daylight Time
Location: WebOPSS
Digitally signed by Ephraim F Ingals

Date: 03/17/2011

C079 . IFR Lower than Standard Takeoff Minima, 14 CFR Part 135 Airplane Operations - U.S. Civil Airports HQ Control: 04/25/2008
HQ Revision: 060

- a. Standard Takeoff Minima are authorized in paragraph C057. The certificate holder is authorized to use lower than standard takeoff minima in accordance with the limitations and provisions of this operations specification as follows.
- b. Runway Visual Range (RVR) Requirements. RVR reports, when available for a particular runway, shall be used for all takeoff operations on that runway. All takeoff operations, based on RVR, must use RVR reports from the locations along the runway as follows:
- (1) For operations at or above RVR 1600 (500m):
 - (a) The TDZ RVR report, if available, is controlling.
 - (b) The mid RVR report may be substituted for an unavailable TDZ report.
 - (2) For operations below RVR 1600 (500m):
 - (a) A minimum of two operative RVR reporting systems are required.
 - (b) All available RVR reports are controlling.
- NOTE: Extremely long runways (e.g., DEN 16R) utilize four RVR sensors: TDZ, mid, rollout, and far-end. When a fourth far-end RVR value is reported, it is not controlling and is not to be used as one of the two required operative RVR systems.
- c. Lower Than Standard Takeoff Minima. When takeoff minima are equal to or less than the applicable standard takeoff minima, and the operation is conducted in compliance with the provisions and limitations of this operations specification, the certificate holder is authorized to use the lower than standard minima described herein.
- d. Touchdown zone (TDZ) RVR 1600 (beginning of takeoff roll) or visibility or Runway Visibility Value (RVV) $\frac{1}{4}$ statute mile, provided one of the following visual aids listed in d.(1) – (4) is available:
- (1) High intensity runway lights (HIRL).
 - (2) Operative runway centerline (CL) lights.
 - (3) Serviceable runway centerline marking (RCLM).
 - (4) In circumstances when none of the above visual aids are available, visibility or RVV $\frac{1}{4}$ statute mile may still be used, provided other runway markings or runway lighting provide pilots with adequate visual reference to continuously identify the takeoff surface and maintain directional control throughout the takeoff roll.

e. The certificate holder is authorized to conduct operations using the lowest RVR authorized in Table 1 below based on the applicable criteria in this operations specification.

Table 1 – Lowest Authorized Takeoff RVR

| Lowest Authorized RVR | Minimum Runway Requirements | Other Limitations and Provisions |
|---|------------------------------------|---|
| RVR 500 - TDZ / 500 - Mid / 500 - RO (150m) | HIRL and CL Lights | N/A |

NOTE: For operations below RVR 1600 (500m), a minimum of two operative RVR reporting systems are required. All available RVR reports are controlling, except a far-end RVR report, which is advisory only.

f. The certificate holder authorizations listed in Table 1 above are dependent upon the following criteria:

(1) TDZ RVR 1200 (350m) (beginning of takeoff roll), mid-RVR 1200 (350m) (if installed), and rollout RVR 1000 (300m), if authorized, may be used provided RVR equipment and one of the following visual aids combinations are available:

- (a) Daylight Hours. HIRL or operative runway CL lights or serviceable RCLM.
- (b) Night Time Hours. HIRL or operative runway CL lights.

(2) TDZ RVR 1000 (300m) (beginning of takeoff roll), mid-RVR 1000 (300m) (if installed), and rollout RVR 1000 (300m), if authorized, may be used provided RVR equipment and one of the following visual aids combinations are available:

- (a) Operative runway CL lights, OR
- (b) HIRL and serviceable RCLM.

(3) TDZ RVR 600 (175m) (beginning of takeoff roll), mid-RVR 600 (175m) (if installed), and rollout RVR 600 (175m), or TDZ RVR 500 (150m) (beginning of takeoff roll), mid-RVR 500 (150m) (if installed), and rollout RVR 500 (150m), if authorized, may be used provided RVR equipment and ALL of the following visual aids are available:

- (a) HIRL.
- (b) Operative runway CL lights.

g. Other Requirements. The certificate holder shall conduct all operations using the lower than standard takeoff minima described in this operations specification in compliance with the following limitations:

(1) Each aircraft must be operated with a flightcrew consisting of at least two pilots. Use of an autopilot (AP) in lieu of a required second in command (SIC) is not authorized.

(2) Each pilot station must have operational equipment which displays a reliable indication of the following:

- (a) Aircraft pitch and bank information, from a gyroscopic source.
- (b) Aircraft heading, from a gyroscopic source.
- (c) Vertical speed.
- (d) Airspeed.
- (e) Altitude.

(3) Each pilot station must have an independent source of power for the equipment required by subparagraphs g(2)(a) and g(2)(b) above.

(4) Each pilot in command (PIC) must have at least 100 hours flight time as PIC in the specific make and model airplane used under this authorization and must have satisfactorily completed the certificate holder's approved training program for the minima authorized by this operations specification, which includes the methods to be used to ensure compliance with the performance limitations in subparagraph g(6), when applicable.

(5) Any SIC authorized by the certificate holder to manipulate the flight controls during takeoff (using the minima authorized by this operations specification) must have at least 100 hours flight time as a pilot in the specific make and model airplane and must have satisfactorily completed the certificate holder's approved training program for those minima.

(6) For all takeoffs, each airplane must be operated at a takeoff weight which permits the airplane to achieve the performance equivalent to the takeoff performance specified in 14 CFR § 135.367 for reciprocating powered airplanes, § 135.379 for turbine powered airplanes, § 135.389 for large nontransport category aircraft, § 135.397 for small transport category aircraft, or § 135.398 for commuter category airplanes.

h. Approved Head Up Display (HUD) Takeoff Guidance Systems Minima. The certificate holder is authorized to use the takeoff minima listed in Table 2 based upon the use of HUD system installed in airplanes as listed in Table 2 below (RVR 300 (75m) is the lowest RVR minima that can be authorized using a HUD) provided ALL of the following requirements are met :

(1) The certificate holder shall conduct no takeoffs using these takeoff minima apart from using the HUD system .

(2) Special provisions and limitations for the authorization to use the HUD for takeoff :

- (a) Operative HIRL .
- (b) Operative runway CL lights.

(c) Front course guidance must be displayed from a localizer that provides CAT III rollout guidance as indicated by a III/E/4 facility classification.

(d) The crosswind component on the takeoff runway is less than the airplane flight manual's crosswind limitation, or 15 knots, whichever is more restrictive .

(e) Operations using the minima in Table 2 below shall be conducted to runways that are accessible by taxi routings which have operative taxiway CL lights that meets U.S. or ICAO criteria for CAT III operations; or other taxiway guidance systems approved for these operations. This taxiway guidance requirement is not applicable when operating in conditions that are at or above the certificate holder's approved takeoff minima as depicted in Table 1 above .

Table 2 – Approved Head Up Display Systems, Airplanes, and RVR

| Airplane M/M/S | HUD System | Lowest RVR Authorized | Additional Limitations and Provisions |
|----------------|------------|-----------------------|---------------------------------------|
| | N/A | | N/A |

i. Training Program Requirement. The PIC and the SIC must have completed the certificate holder's approved training program for the operations authorized in this operations specification.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Reduce RVR from 600 to 500. All crewmembers train to 500 RVR annually in simulator
3. These Operations Specifications are approved by direction of the Administrator.



2010.06.23 16:24:51 Central Daylight Time
Location: WebOPSS
Digitally signed by Tom Beach, Principal
Operations Inspector (NM09)

4. Date Approval is effective: 05/08/2010 Amendment Number: 7
5. I hereby accept and receive the Operations Specifications in this paragraph.

Thomas, Matthew, Director of Ops

2010.05.08 19:43:54 Central Daylight Time
Location: WebOPSS
Digitally signed by Matthew L Thomas on behalf of
Thomas, Matthew, Director of Ops

Date: 05/08/2010

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Part D

| | HQ CONTROL DATE | EFFECTIVE DATE | AMENDMENT NUMBER |
|---|-----------------------|-------------------|---------------------|
| 072 Aircraft Maintenance - Continuous Airworthiness Maintenance Program (CAMP) Authorization. | 09/27/2005 | 01/07/2011 | 3 |
| 073 Approved Aircraft Inspection Program (AAIP) | 02/20/1998 | 05/02/2012 | 15 |
| 085 Aircraft Listing | 02/06/1998 | 04/27/2011 | 22 |
| 089 Maintenance Time Limitations Section | 08/15/1997 | 05/03/2011 | 0 |
| Maintenance Program Authorization for Airplanes Used | | | |
| 092 for Operations in Designated Reduced Vertical Separation Minimum (RVSM) Airspace | 08/15/1997 | 04/27/2011 | 22 |
| 095 Minimum Equipment List Authorization | 01/25/2010 | 05/04/2011 | 20 |
| 101 Additional Maintenance Requirements - Aircraft Engine, Propeller, and Propeller Control (Governor) | 01/25/2010 | 04/27/2011 | 15 |
| 104 Additional Maintenance Requirements - Emergency Equipment | 05/10/2004 | 09/30/2005 | 6 |
| 485 Aging Airplane Inspection and Records Review | 07/09/2008 | 04/27/2011 | 13 |

**D072 . Aircraft Maintenance - Continuous Airworthiness
Maintenance Program (CAMP) Authorization.**

HQ Control: 09/27/2005

HQ Revision: 01b

- a. The certificate holder is authorized to conduct operations under 14 CFR Part 135 of the Federal Aviation Regulations using the aircraft identified in the certificate holder's aircraft listing provided the following conditions are met.
- b. Each aircraft listed in the table below is authorized for use and shall be maintained in accordance with the continuous airworthiness maintenance program and limitations specified in these operations specifications.
- c. The continuous airworthiness maintenance program must be sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition in accordance with applicable Federal Aviation Regulations and standards prescribed and approved by the Administrator. The program shall be included in the certificate holder's manual.
- d. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits shall be contained in these operations specifications or in a document approved by the Administrator and referenced in these operations specifications.
- e. Items identified as "on condition" shall be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance, checks or tests, shall be described in the certificate holder's manual.
- f. Parts or subassemblies of components that do not have specific time intervals shall be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading.

| Aircraft M/M/S | CAMP Document Name and Number |
|---------------------------|---|
| BD-700- 1A10 | Global Aviation General Maintenance Manual R2 Dated Dec. 15 2008 |

For removal of DA-900EX 085 Effective 1-6-2011

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.01.21 17:17:46 Central Standard Time
Location: WebOPSS
Digitally signed by Bruce L Stephanson,
Principal Maintenance Inspector (NM09)

4. Date Approval is effective: 01/07/2011 Amendment Number: 3
5. I hereby accept and receive the Operations Specifications in this paragraph.

Krogh, John A., Chief Pilot

2011.01.07 13:23:29 Central Standard Time
Location: WebOPSS
Digitally signed by John A Krogh on behalf of
Krogh, John A., Chief Pilot

Date: 01/07/2011

D073 . Approved Aircraft Inspection Program (AAIP)

HQ Control: 02/20/1998

HQ Revision: 00b

The certificate holder is authorized to use each aircraft listed in the following table for Title 14 CFR Part 135 operations provided each aircraft listed is inspected in accordance with the certificate holder's Approved Aircraft Inspection Program (AAIP).

| Registration Number | Serial Number | Aircraft M/M/S | Maintenance Document | Time Limitations Document |
|---------------------|---------------|----------------|---|---|
| N126KC | 258276 | HS-125-800 | Approved Aircraft Inspection Program Rev 1, Dated 3/17/2011 | Approved Aircraft Inspection Program Rev 1, Dated 3/17/2011 |
| N367DA | 599 | LR-35-A | Approved Aircraft Inspection Program, Dated 5/02/2012 | Approved Aircraft Inspection Program, Appendix A, Dated 3/05/12 |

Revised LearJet-35-A AAIP

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2012.05.02 16:08:19 Central Daylight Time
Location: WebOPSS
Digitally signed by Bruce L. Stephanson,
Principal Maintenance Inspector (NM09)

4. Date Approval is effective: 05/02/2012 Amendment Number: 15
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2012.05.04 12:35:34 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart

Date: 05/02/2012

Print Date: 5/2/2012

D073-2
Global Aviation, Inc.

Certificate No.: G73A732I

D085 . Aircraft Listing

HQ Control: 02/06/1998

HQ Revision: 02a

a. The certificate holder is authorized to conduct operations under 14 CFR Part 135 using the aircraft identified on this operations specification.

| Registration No. | Serial No. | Aircraft M/M/S |
|------------------|------------|----------------|
| N86TW | 9218 | BD-700-1A10 |
| N904JK | 5615 | CL-600-2B16 |
| N126KC | 258276 | HS-125-800 |
| N367DA | 599 | LR-35-A |
| N435HH | 335 | LR-45-45 |

Removed HS-125-800XP and CE-525-525

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.03 10:23:28 Central Daylight Time
Location: WebOPSS
Digitally signed by Bruce L Stephanson,
Principal Maintenance Inspector (NM09)

4. Date Approval is effective: 04/27/2011 Amendment Number: 22
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.04.27 19:18:19 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart on behalf of
Lockhart, Brian D., Director of Maintenance

Date: 04/27/2011

D089 . Maintenance Time Limitations Section

HQ Control: 08/15/1997

HQ Revision: 010

a. The certificate holder is authorized to use the Maintenance Time Limitations specified in the manual/document for the aircraft listed in the table below:

| Aircraft M/M/S | Manual/Document Name and Number | Manual/Document Date |
|---------------------------|---|---|
| BD-700- 1A10 | BD-700 Time Limitations/Maint. Check N86TW Supplemental Time Limitations/ Maint. Check (S/N 9218) BD-700 Maintenance Planning Document using the Flexible Maintenance Program and Allowable Task Tolerances Rolls Royce BR710A2 Engine Maintenance Manual - 05-21-00-200-801 Engine Scheduled Maintenance Checks | Rev 4 - 11/09/2010 Rev A - 12/21/2007 Rev 3 - 11/09/2010 15 May 2010 |

b. Each change to an item must be FAA-approved.

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.04 09:39:46 Central Daylight Time
Location: WebOPSS
Digitally signed by Bruce L Stephanson,
Principal Maintenance Inspector (NM09)

4. Date Approval is effective: 05/03/2011 Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.05.03 16:18:20 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart on behalf of
Lockhart, Brian D., Director of Maintenance

Date: 05/03/2011

D092 . Maintenance Program Authorization for Airplanes Used for Operations in Designated Reduced Vertical Separation Minimum (RVSM) airspace HQ Control: 08/15/1997
HQ Revision: 000

The certificate holder is authorized to use the airplanes listed below for operations in designated RVSM airspace when the required altitude-keeping equipment is approved in accordance with operations specifications paragraph B046 is operational and available and is maintained in accordance with an approved maintenance program.

| Registration Number | Airplane M/M/S |
|---------------------|----------------|
| N86TW | BD-700-1A10 |
| N904JK | CL-600-2B16 |
| N435HH | LR-45-45 |
| N367DA | LR-35-A |
| N126KC | HS-125-800 |

Removed HS-125-800XP and CE-525-525

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.03 10:35:03 Central Daylight Time
Location: WebOPSS
Digitally signed by Bruce L. Stephanson,
Principal Maintenance Inspector (NM09)

4. Date Approval is effective: 04/27/2011 Amendment Number: 22
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.04.27 20:12:59 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart on behalf of
Lockhart, Brian D., Director of Maintenance

Date: 04/27/2011

D095 . Minimum Equipment List Authorization

HQ Control: 01/25/2010

HQ Revision: 02a

- a. The certificate holder is authorized to use an approved Minimum Equipment List (MEL) provided the conditions and limitations of this paragraph are met. The certificate holder shall not use an MEL for any aircraft that is not specifically authorized by this paragraph.
- b. Authorized Aircraft. The certificate holder is authorized to use an approved MEL for the aircraft listed below provided the conditions and limitations of this paragraph are met:

Table 1 - Authorized Aircraft

| Aircraft M/M/S | Limitations and Conditions |
|---------------------------|---------------------------------------|
| LR-35-A | 599 |
| LR-45-45 | 335 |
| HS-125-800 | 258276 |
| CL-600-2B16 | 5615 |
| BD-700-1A10 | 9218 |

- c. Maximum Times Between Deferral and Repair. Except as provided in subparagraph e, the certificate holder shall have items repaired within the time intervals specified for the categories of items listed below:
- (1) Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the certificate holder's approved MEL.
 - (2) Category B. Items in this category shall be repaired within 3 consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.
 - (3) Category C. Items in this category shall be repaired within 10 consecutive calendar days (240 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.
 - (4) Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2,880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.
- d. MEL Management Program. The certificate holder shall develop and maintain a comprehensive program for managing the repair of items listed in the approved MEL. The certificate holder shall include in a document or its manual a description of the MEL management program. The MEL management program must include at least the following provisions:
- (1) A method which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

(2) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

(3) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.

(4) A description of specific duties and responsibilities by the job title of personnel who manage the MEL management program.

(5) Procedures for controlling extensions to specified maximum repair intervals as permitted by **subparagraph e**, to include the limit of the extension, and the procedures to be used for authorizing extensions.

e. The certificate holder is authorized to use a continuing authorization to approve extensions to the maximum repair interval for category B and C items as specified in the approved MEL provided the responsible Flight Standards District Office is notified within 24 hours of any extension approval.

The certificate holder is not authorized to approve any extensions to the maximum repair interval for category A items or category D items as specified in the approved MEL. The Flight Standards District Office may deny the use of the continuing authorization if abuse is evident.

-
1. Issued by the Federal Aviation Administration .
 2. Support information reference:
 3. These Operations Specifications are approved by direction of the Administrator.



2011.05.04 11:55:35 Central Daylight Time
Location: WebOPSS
Digitally signed by Bruce L Stephanson,
Principal Maintenance Inspector (NM09)

4. Date Approval is effective: 05/04/2011 Amendment Number: 20
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.05.04 14:43:55 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart

Date: 05/04/2011

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

D101 . Additional Maintenance Requirements - Aircraft Engine, Propeller, and Propeller Control **HQ Control: 01/25/2010**
(Governor) **HQ Revision: 00a**

- a. The certificate holder is authorized to use the aircraft types identified in the table below in its 14 CFR Part 135 nine seats or less operations provided these aircraft have met the additional maintenance requirements of Section 135.421.
- b. Aircraft Engine . Each installed engine, to include turbosuperchargers, appurtenances and accessories necessary for its functioning shall be maintained in accordance with the maintenance documents listed in the following table. The engine shall be overhauled on or before the time-in-service interval shown in the table.
- c. Propeller and Propeller Control (governor) . Each installed propeller and propeller control components supplied by its manufacturer shall be maintained in accordance with the maintenance documents listed in the following table. The propeller and propeller control shall be overhauled on or before the time-in-service interval shown in the table.

Table 1 - Aircraft Engine, Propeller, and Propeller Control (Governor)

| Airplane Type | Engine | | | Propeller | | | Governor | | | Limitations and Conditions |
|---------------|------------------------|---|---|--------------|----------------------|--------------------------|--------------|----------------------|--------------------------|----------------------------------|
| | Make & Model | Maintenance Document | Time-in-Service Interval | Make & Model | Maintenance Document | Time-in-Service Interval | Make & Model | Maintenance Document | Time-in-Service Interval | |
| CL-600-2B16 | GE CF34-3B | CF34BJ Service Manual, SEI-780. | 3200 Hot Section Inspection and On Condition Monitoring | N/A | N/A | N/A | N/A | N/A | N/A | 5615, Engine S/N E950349,E950348 |
| HS-125-800 | Honeywell TFE 731-5BR- | Honeywell LMM Report #72-02-75 and Global Aviation, Inc. Hawker 800 | 2100 hours MPI 4200 hours CZI | N/A | N/A | N/A | N/A | N/A | N/A | 258276 |

Table 1 - Aircraft Engine, Propeller, and Propeller Control (Governor)

| Airplane Type | Engine | | Propeller | | Governor | | Limitations and Conditions |
|---------------|--------------------------|--|-----------------------------------|--------------|----------------------|--------------------------|----------------------------|
| | Make & Model | Maintenance Document | Time-in-Service Interval | Make & Model | Maintenance Document | Time-in-Service Interval | |
| | 1H | AAIP. | | | | | |
| LR-45-45 | Honeywell TFE 731-20AR1B | Honeywell LMM Report 72-03-06 | 2500 hours MPI, 5000 hours CZI | N/A | N/A | N/A | 335 |
| LR-35-A | Honeywell TFE 731-2-2B | Honeywell LMM report 72-02-01, Inspection Intervals IAW Honeywell AB TFE 731-72-3105 and Global Aviation, Inc. Lear 35A AAIP | 1400 hours MPI 4200 hours CZI | N/A | N/A | N/A | 599 |

Removed HS-125-800XP and CE-525-525

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.03 10:45:15 Central Daylight Time
Location: WebOPSS
Digitally signed by Bruce L. Stephanson,
Principal Maintenance Inspector (NM09)

4. Date Approval is effective: 04/27/2011 Amendment Number: 15
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.04.27 20:21:20 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart on behalf of
Lockhart, Brian D., Director of Maintenance

Date: 04/27/2011

Print Date: 4/27/2011

D101-3
Global Aviation, Inc.

Certificate No.: G73A732I

D104. Additional Maintenance Requirements - Emergency Equipment

HQ Control: 05/10/04
HQ Revision: 00a

The certificate holder is authorized to use the following emergency equipment in its 14 CFR Part 135 nine seats or less operations, provided the applicable aircraft have met the additional maintenance requirements of Section 135.421:

- a. Emergency equipment. Each item of installed emergency equipment shall be maintained in accordance with the manufacturer's maintenance documents and/or the limitations and provisions listed in the following table.
 - (1) In addition to the maintenance document listed in this table, the following specifications must be followed for the applicable listed emergency equipment items:
 - (a) Oxygen (O2) bottles and liquid fire extinguishers. Inspections, hydrostatic tests, and life limits of pressure vessels manufactured under a DOT specification are accomplished as set forth in 49 CFR Part 180.209, as amended.
 - (b) Fire extinguishers. Inspections, hydrostatic tests, and life limits of portable fire extinguishers are accomplished as set forth in 46 CFR Sections 71.25 and 162.028, as amended.
 - (c) Military-manufactured. Pressure vessels manufactured under a MIL-SPEC are maintained in accordance with the applicable military specifications.
 - (d) Foreign-manufactured. Foreign-manufactured pressure cylinders are maintained in accordance with the applicable foreign manufacturer's specifications.
 - (e) Other. Pressure cylinders not manufactured under DOT, foreign, or U.S. MIL-SPECS are maintained in accordance with the applicable aircraft manufacturer's specifications.

| Emergency Equipment Items | Maintenance Document | Limitations and Provisions |
|-----------------------------------|------------------------------------|-----------------------------------|
| Hand Held Water Fire Extinguisher | Manufacturers Instructions | N/A |
| Life Raft | Manufacturers Instructions | N/A |
| Halon 1211 | Manufacturers Placard Instructions | N/A |
| Life Vests | Manufacturer's Instructions | N/A |
| Pyrotechnic Signaling Device | Manufacturer's Instructions | N/A |

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Moved to IOPSS.
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 9/30/2005 11:42:21 AM

Fisher, John S.
Principal Avionics Inspector

4. Date Approval is effective: 09/30/2005 Amendment Number: 6
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 9/27/2005 2:19:18 PM

Lockhart, Brian D.
Director of Maintenance

Date: 09/27/2005

D485 . Aging Airplane Inspection and Records Review

HQ Control: 07/09/2008

HQ Revision: 00a

- a. The Aging Aircraft Safety Act of 1991 requires the Administrator to make inspections and review the maintenance and other records of each aircraft an air carrier uses to provide air transportation. The certificate holder who conducts operations under 14 CFR Part 121, Part 135, or Part 129 using the airplanes identified on this Operations Specification may not use those airplanes in air transportation unless inspections are accomplished as required by the applicable regulations in 14 CFR Part 121, Part 135, or Part 129, as applicable.
- b. The airplanes that this inspection and records review is applicable to include:
- (1) All Part 121 airplanes (14 CFR Section 121.1105)
 - (2) All Part 135 multi-engine airplanes used in scheduled service (14 CFR Section 135.422/423)
 - (3) All Part 129 U.S.-registered multi-engine airplanes (14 CFR Section 129.105).
- c. The airplanes that may be excluded from this inspection and records review are:
- (1) Airplanes operated solely within the state of Alaska
 - (2) Airplanes that are operated under 14 CFR Part 135 as “On-Demand”
 - (3) Airplanes in storage and not currently being operated under 14 CFR Part 121, 135, or 129 operations (However, the required records review and inspection must be accomplished before such airplanes in storage may be placed into service after the applicable compliance date in accordance with the sections of the CFR listed in subparagraph b above)
 - (4) Airplanes that have not reached the age of the required records review and inspection.
- d. This paragraph serves as notification to the FAA of completion of the required records review and airplane inspection to comply with the Aging Airplane Safety Act. Official Notification to the operator will be made by the CHDO and this date will be used to determine due date of next required inspection. Table 1 of this document must be completed as described in subparagraph e below.
- e. *Paragraph Completion Instructions. The following instructions are to be used to complete the required records and airplane inspection in Table 1 of this paragraph. Remember: ALL cells in the table MUST be filled out before activating the paragraph!*
- (1) Load ALL airplanes in the certificate holder’s Aircraft Authorization information into Columns 1, 2, 3 and 4.

- (2) For each airplane that requires this records review and inspection:
- Enter the date of airplane manufacture as indicated on the airframe data plate or the original airworthiness certificate, whichever is oldest, in Column 5.
 - Enter "Not Completed" in Column 6, Column 7, and Column 8, as applicable, to indicate that the inspection and/or records review has not yet been complete.
 - When the appropriate inspection is complete, insert the month and year of the accomplishment in Column 6 and Column 7, as applicable.
 - When both inspections are complete, enter the date (month/year) that the official notification was sent to the certificate holder in Column 8.
- (3) For airplanes that are operated solely within the state of Alaska:
- Load the airplanes in Columns 1 through 4 per Item (1) above.
 - Select and enter "Alaska Intrastate-N/A" (for not applicable) in EACH of the following columns: Column 5, Column 6, Column 7, and Column 8.
- (4) For airplanes that are operated under 14 CFR Part 135 as "On-Demand":
- Load the airplanes in Columns 1 through 4 per Item (1) above.
 - Select and enter "On Demand (135)-N/A" (for not applicable) in EACH of the following columns: Column 5, Column 6, Column 7, and Column 8.
- (5) For airplanes in storage that will not have the required records review and inspection accomplished:
- Load the airplanes in Columns 1 through 4 per Item (1) above.
 - Enter the date of airplane manufacture as indicated on the airframe data plate or the original airworthiness certificate, whichever is oldest, in Column 5.
 - Select and enter "Storage-Not Completed" in EACH of the following columns: Column 6, Column 7, and Column 8.
- (6) For airplanes that have not reached the age where the required records review and inspection must be accomplished:
- Load the airplanes in Columns 1 through 4 per Item (1) above.
 - Enter the date of airplane manufacture as indicated on the airframe data plate or the original airworthiness certificate,

whichever is oldest, in Column 5.

c. Select and enter "Below Threshold-N/A" (for not applicable) in EACH of the following columns: Column 6, Column 7, and Column 8.

f. Process the paragraph and activate it. This paragraph may be considered valid if completed, signed, and activated by the FAA. It does not require the signature of the operator for the paragraph and its data to be considered valid.

TABLE 1
(*These will be loaded from the Certificate Holder's Aircraft Authorization airplane information.)

| *Registration No. (Col. 1) | *Serial No. (Col. 2) | *Nose Number, If Applicable (Col. 3) | *Airplane M/M/S (Col. 4) | Date of Airplane Manufacture (Col. 5) | Airplane Inspection Completed (Col. 6) | Records Reviewed Completed (Col. 7) | Operator Notification (Col. 8) |
|----------------------------|----------------------|--------------------------------------|--------------------------|---------------------------------------|--|-------------------------------------|--------------------------------|
| N86TW | 9218 | N/A | BD-700-1A10 | On-Demand (135) - N/A | On-Demand (135) - N/A | On-Demand (135) - N/A | On-Demand (135) - N/A |
| N904JK | 5615 | N/A | CL-600-2B16 | On-Demand (135) - N/A | On-Demand (135) - N/A | On-Demand (135) - N/A | On-Demand (135) - N/A |
| N126KC | 258276 | N/A | HS-125-800 | On-Demand (135) - N/A | On-Demand (135) - N/A | On-Demand (135) - N/A | On-Demand (135) - N/A |
| N367DA | 599 | N/A | LR-35-A | On-Demand (135) - N/A | On-Demand (135) - N/A | On-Demand (135) - N/A | On-Demand (135) - N/A |
| N435HH | 335 | N/A | LR-45-45 | On-Demand (135) - N/A | On-Demand (135) - N/A | On-Demand (135) - N/A | On-Demand (135) - N/A |

removed HS-125-800XP and CE-525-525

1. Issued by the Federal Aviation Administration .
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.03 10:52:17 Central Daylight Time
Location: WebOPSS
Digitally signed by Bruce L. Stephanson,
Principal Maintenance Inspector (NM09)

4. Date Approval is effective: 04/27/2011 Amendment Number: 13
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.04.27 20:26:03 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart on behalf of
Lockhart, Brian D., Director of Maintenance

Date: 04/27/2011

Table of Contents

Part E

| | HQ CONTROL DATE | EFFECTIVE DATE | AMENDMENT NUMBER |
|--|--------------------|-------------------|---------------------|
| 096 Weight and Balance Control Procedures | 07/28/2005 | 04/27/2011 | 12 |

E096 . Weight and Balance Control Procedures

HQ Control: 07/28/2005

HQ Revision: 020

The following procedures have been established to maintain control of weight and balance of the certificate holder's 14 CFR Part 121 or 135 aircraft under the terms of these specifications. All aircraft M/M/S identified have been weighed in accordance with the procedures for establishing empty weight and balance.

- a. The certificate holder is authorized to use individual aircraft weights outlined in the certificate holder's empty weight and balance program for the aircraft listed in Table 1.

Table 1 – Individual Aircraft Weights

| Aircraft M/M/S | Weighing Interval | Weight and Balance Control Program |
|----------------|-------------------|------------------------------------|
| BD-700-1A10 | 36 Months | Operator's Manual Section B |
| CL-600-2B16 | 36 Months | Operator's Manual Section B |
| HS-125-800 | 36 Months | Operator's Manual Section B |
| LR-45-45 | 36 Months | Operator's Manual Section B |
| LR-35-A | 36 Months | Operator's Manual Section B |

- b. The certificate holder is authorized under 14 CFR subpart(s) 121.153(b) or 135.185(b)(2) to use fleet aircraft weights outlined in the certificate holder's weight and balance control program for the aircraft listed in Table 2.

Table 2 – Fleet Aircraft Weights

| Aircraft M/M/S | Weighing Sampling Interval | Weight and Balance Control Program |
|----------------|----------------------------|------------------------------------|
| | N/A | N/A |

Document references by volume, chapter, etc.

Removed HS-125-800XP and CE-525-525

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.05.03 10:54:05 Central Daylight Time
Location: WebOPSS
Digitally signed by Bruce L Stephanson,
Principal Maintenance Inspector (NM09)

4. Date Approval is effective: 04/27/2011 Amendment Number: 12
5. I hereby accept and receive the Operations Specifications in this paragraph.

Lockhart, Brian D., Director of Maintenance

2011.04.27 20:28:24 Central Daylight Time
Location: WebOPSS
Digitally signed by Brian D Lockhart on behalf of
Lockhart, Brian D., Director of Maintenance

Date: 04/27/2011
