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**A001 . Issuance and Applicability**

**HQ Control: 05/09/2003**

**HQ Revision: 02c**

a. These operations specifications are issued to PIONEER BUSINESS SERVICES LLC, whose principal base of operation is located at:

Primary Business Address:  
Millbrook Aviation  
1032 1st Street, Building 112  
New Windsor, New York 12553

The holder of these operations specifications is the holder of Air Carrier Certificate Number Z7UA071M and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

On Demand	operations in	Common carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section	119.21(a)(5) - On-Demand	and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation.
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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 conduct the operations described in subparagraph a under the following other business names:

Millbrook Aviation  
Millbrook Air

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

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

\_\_\_\_\_  
Covic, Claire, Assistant Director of Operations

\_\_\_\_\_  
Date

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**A002 . Definitions and Abbreviations**

**HQ Control: 05/22/2013**

**HQ Revision: 11b**

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.

<b><u>Term or Terms</u></b>	<b><u>Definition</u></b>
<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

Simultaneous close parallel ILS approaches are enabled through the implementation of special precision runway monitoring (PRM) equipment operated by ATC at certain airfields for specific runways, titled in 14 CFR part 97 as "ILS PRM." ILS PRM approaches are conducted between 4,299 and 3,000 feet parallel runway spacing. Runways 3,400 feet or greater apart utilize two parallel ILS courses, aligned with the runway centerlines (RCLs). For runways spaced less than 3,400 feet, one ILS is offset 2.5° to 3.0°.

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.

Localizer-Type  
Directional Aid  
(LDA) PRM

See definition of 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.

<u>Outsourced Training</u>	Any training, testing, or checking activity which an air carrier certificate holder provides by way of a contract arrangement with another party.
<u>Parabolic Flight Operations</u>	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.
<u>Planned Redispatch or ReRelease EnRoute</u>	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.
<u>Polar Area (North)</u>	The north polar area of operations is that area that lies north of latitude N 78° 00'.
<u>Qualified Local Observer</u>	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.
<u>Raw Terrain</u>	Raw terrain is devoid of any person, structure, vehicle or vessel.
<u>Receiver Autonomous Integrity Monitoring (RAIM)</u>	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.
<u>Reliable Fix</u>	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.
<u>Required Navigation Performance (RNP)</u>	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.

Required Navigation Performance (RNP) Type

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.

Responsibility

Something a person is accountable for.

RNAV (GPS) PRM

Area navigation (RNAV) (GPS) PRM approach that may be substituted for an ILS PRM or LDA PRM approach and is procedurally equivalent.

Runway

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.

Simultaneous Offset Instrument Approach (SOIA)

This operation comprises one ILS and one LDA with glide slope. The ILS is aligned with its runway, but the LDA serving the second runway is offset (between 2.5° and 3°) 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 an SOIA.

Sustainable Transfer

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.

VFR Station-Referenced Class I Navigation

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.

Wide Area  
Augmentation System  
(WAAS)

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. These Operations Specifications are approved by direction of the Administrator.

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

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Wattoff, Douglas C., Director of Operations                      Date

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**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:

<b>M/M/S</b>	<b>Type Section 119</b>	<b>Operation Configuration</b>	<b>Class/Category Operation</b>	<b>En Route</b>	<b>Condition of Flight</b>
BE-300-B300	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
BE-58-58	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
CE-750-750	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
GA-150-150	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night



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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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**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
Conduct operations under certain exemptions and/or deviations.	A005
Use an approved carry-on baggage program.	A011
Conduct special en route IFR operations in Class G airspace.	A014
Use an autopilot in lieu of a second-in-command.	A015
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 only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft	A096
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 Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS).	B036
Conduct operations in North Atlantic High Level Airspace (NAT HLA).	B039
Conduct extended overwater operations using a single long-range communication system (S-LRCS).	B045
Conduct operations in reduced vertical separation minimum (RVSM) airspace.	B046
Conduct Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System	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
Use a destination airport analysis program.	C049
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
Use minimum descent altitude (MDA) as a decision altitude (DA)/decision height (DH) with vertical navigation (VNAV) on a nonprecision approach (NPA).	C073
Conduct airplane IFR circle-to-land approach maneuvers.	C075
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
Use listed airplanes for operations in designated RVSM airspace in accordance with B046 and D092.	D092
Use an FAA-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 extended overwater turbojet operations without required emergency equipment.	A013
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 air ambulance operations in accordance with 14 CFR Part 135.	A021
Use an approved exit row seat program.	A022
Determine ground icing conditions for the purpose of flight [using an approved deicing/anti-icing procedure IAW CFR Section 135.227(b)(3)].	A023
Conduct airplane air ambulance operations under 14 CFR Part 135.	A024
Use the electronic signatures, electronic recordkeeping systems, or electronic manual system listed in A025.	A025
Conduct Land and Hold Short Operations (LAHSO) at designated airports and specified runway configurations as identified by Air Traffic Services in Notice	A027

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7110.118, Appendix 1.	
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 data link communications.	A056
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
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 ADS-B OUT Operations outside of U.S.-Designated Airspace	A153
Conduct low altitude aerial delivery of cargo in support of special military operations in Afghanistan.	A303
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A304.	A304
Conduct flight operations within the territory and airspace of Iraq in accordance with a grant of exemption from SFAR 77.	A320
Conduct flight operations to or from Erbil International Airport and Sulaymaniyah International Airport within the territory and airspace of Iraq in accordance with SFAR 77, paragraphs (b) and (d).	A321
Conduct airplane operations using a Liquid Water Equivalent System (LWES).	A323
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
Conduct In-Trail Procedures (ITP) using Automatic Dependent Surveillance-Broadcast IN (ADS-B IN).	A354
Use ADS-B IN equipment and procedure(s) as specified in paragraph A355.	A355
Suspend its liability insurance due to seasonal operations.	A501
Use the air carrier merger and/or acquisition plan.	A502
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A504.	A504
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
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 Central East Pacific (CEP) airspace.	B037
Conduct operations in North Pacific (NOPAC) airspace.	B038
Conduct operations in areas of magnetic unreliability.	B040
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
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
Use autopilot minimum use altitudes/heights in accordance with 14 CFR Part 135, § 135.93 and the limitations and provisions of operations specification C071.	C071
Conduct engine-out departure procedures with approved 10-minute takeoff thrust time limits.	C072
Conduct airplane contact approaches using IFR Category I landing minimums.	C076
Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower.	C080
Conduct the special Instrument Approach Procedure (IAP), departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified in OpSpec C081.	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 AR approaches in accordance with 14 CFR Part 97 and operations specification C384.	C384
Conduct continuous airworthiness maintenance programs.	D072
Use an approved aircraft inspection program (AAIP).	D073
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 maintenance time limitations for operators without a reliability program.	D089
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
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 instrument approach procedure, departure procedure and standard terminal arrival (STAR) rotorcraft operations specified in operations specification H122.	H122

Class I Navigation Using Area or Long-Range Navigation Systems with WAAS H123  
for Rotorcraft RNP 0.3 En Route and Terminal Operations.

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

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

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Wattoff, Douglas C., Director of Operations

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Date

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**A005. Exemptions and Deviations**

**HQ Control**      **02/11/05**  
**HQ Revision**      **020**

a. The certificate holder is authorized to conduct operations in accordance with the provisions, conditions, and/or limitations set forth in the following exemptions and deviations issued in accordance with Title 14 of the Code of Federal Regulations (CFR). The certificate holder is not authorized and shall not conduct any operations under the provisions of any other exemptions and/or deviations issued under Title 14 of the CFR.

b. Exemptions.

Exemption Number	Date of Expiration	Remarks and/or References
N/A	N/A	N/A

The certificate holder is not authorized to conduct any operations under the provisions of any exemptions.

c. Deviations.

Deviation Authority	Deviation From	Description	Conditions and Limitations
135.105(c)	135.101	Authorization to use autopilot in lieu of second in command – (A015)	All requirements of 14 CFR 135.105 must be adhered to at all times
135.225(b)	135.225(b)	Authorization a deviation from the required destination airport weather reporting facilities for eligible on-demand operators	The guidance for compliance with the requirements of this deviation are contained in OPSSPEC Paragraph A-057.

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

Bromirski, Robert J.

Principal Operations Inspector

EA25

4. Date Approval is effective: 4/24/09

Amendment Number: 1

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

Wattoff, Douglas C.

Chief Pilot, Part 135

Date: 4/24/09

**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**

<b>Part 119 Position Title</b>	<b>Name</b>	<b>Company Equivalent Position Title</b>
(Not Applicable)	Bartosh, Brady	Director of Safety
(Not Applicable)	Covic, Claire	Assistant Director of Operations
Dir. of Maintenance, Part 135	Goldstein, Ryan	Director of Maintenance
Chief Pilot, Part 135	Thornton, Daniel	Chief Pilot
Dir. of Operations, Part 135	Wattoff, Douglas C.	Director of Operations

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

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

\_\_\_\_\_  
Wattoff, Douglas C., Director of Operations      \_\_\_\_\_  
Date

**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:

Wattoff, Rosa M  
1032 1st Street, Building 112  
New Windsor, New York 12553  
United States

- 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	Goldstein, Ryan	D,E
Director of Operations	Wattoff, Douglas C.	A,B,C,D,E
Chief Pilot	Thornton, Daniel	A,B,C,D,E
Assistant Director of Operations	Covic, Claire	A,B,C,D,E
Agent for Service	Wattoff, Rosa M	A,B,C,D
Director of Safety	Bartosh, Brady	A,B,C,D,E
Director of Training	Bloomfield, John	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
Wattoff, Douglas C.	dwattoff@millbrookaviation.com	845-264-2330	Both OPS/AW
Goldstein, Ryan	rgoldstein@millbrookair.com	845-677-1237	AW
Thornton, Daniel	dthornton@millbrookair.com	845-677-1237	Both OPS/AW

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

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

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**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.

Operational Control Procedures are contained in the Millbrook Aviation General Operations Manual on Pages A-7 thru A-10.

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

4. Date Approval is effective: 11/03/2009

Amendment Number: 1

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

Wattoff, Douglas C., Chief Pilot

Date: 11/3/2009

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**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) Pioneer Business Services LLC will be using the following sources to obtain, maintain and distribute current aeronautical data for the airports it uses:

Jeppesen Paper Chart Services, Jeppesen Electronic Chart Service, and United States Government Flight Information Publication U.S. Terminal Procedures

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

Bromirski, Robert J.

Principal Operations Inspector

EA25

4. Date Approval is effective: 7/23/08

Amendment Number: 0

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

Wattoff, Douglas C.

Agent for Service

Date: 7/23/08

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**A010 . Aviation Weather Information**

**HQ Control: 03/02/2016**

**HQ Revision: 04a**

- a. The certificate holder conducting 14 CFR Part 135 operations is authorized to use weather reporting facilities operated by the U.S. National Weather Service or a source approved by the U.S. National Weather Service.
- b. The Administrator approves the certificate holder to use the following sources of aviation weather information.

The National Weather Services for those United States and its territories located outside of the 48 contiguous States

U.S. and North Atlantic Treaty Organization (NATO) military observing and forecasting sources

Members of the World Meteorological Organization (WMO)

Active meteorological offices operated by a foreign state that subscribe to the standards and practices of the International Civil Aviation Organization (ICAO) conventions

A meteorological station, or automated observation weather product, authorized by an ICAO member State.

- c. The certificate holder is approved to use an Enhanced Weather Information System (EWINS) to obtain and disseminate aviation weather information for the control of flight operations.

**Table 1 - EWINS**

<b>Name of Weather Source</b>	<b>Name of Manual Containing EWINS</b>	<b>Date of Initial Approval of EWINS</b>	<b>Date of Latest Revision of EWINS</b>
N/A	N/A	N/A	N/A

- d. In accordance with §135.213(b) the certificate holder is authorized a deviation to §135.213 (a) in accordance with A005 of these operations specifications and Table 2 of this operations specification.

**Table 2 – Deviation in Accordance with § 135.213(b)**

<b>Location of Operation</b>	<b>Location of Weather Observation</b>	<b>Date of National Weather Service Concurrence</b>	<b>Conditions and Limitations</b>	<b>Revision Date of Conditions and Limitations</b>
N/A	N/A	N/A	N/A	N/A

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

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

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Covic, Claire, Assistant Director of Operations	Date

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**A011. Carry-On Baggage Program**

**HQ Control: 01/06/05**  
**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. Issued by the Federal Aviation Administration.
  2. Support information reference:
  3. These Operations Specifications are approved by direction of the Administrator.

Bromirski, Robert J.

Principal Operations Inspector

EA25

4. Date Approval is effective: 7/23/08

Amendment Number: 0

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

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Wattoff, Douglas C.

Agent for Service

Date: 7/23/08

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**A014. Special En Route IFR Operations in Class G Airspace**

**HQ Control: 08/09/2002**

**HQ Revision: 04a**

The certificate holder is authorized to conduct en route IFR operations in Class G airspace provided the following provisions are met:

- a. All such IFR operations are conducted within the areas of Class G airspace specifically authorized for IFR flight in operations specification paragraph B050 of these operations specifications.
- b. All such operations are conducted in accordance with the limitations and provisions of operations specification paragraph B032 of these operations specifications.
- c. The facilities and services necessary to safely conduct IFR operations in Class G airspace are available and operational during the period of operation in Class G airspace.
- d. All Title 14 CFR Part 135 turbojet operations in Class G airspace are conducted under instrument flight rules.

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

Bromirski, Robert J.

Principal Operations Inspector

EA25

4. Date Approval is effective: 7/23/08

Amendment Number: 0

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

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Wattoff, Douglas C.

Agent for Service

Date: 7/23/08

**A015 . Autopilot in Lieu of Required Second-in-Command**

**HQ Control: 04/30/1998**

**HQ Revision: 01b**

The certificate holder is authorized to use the aircraft and its autopilot system listed below, in IFR operations, in lieu of a required second-in-command provided the following provisions are met.

- a. The pilot-in-command has satisfactorily completed the proficiency check requirements of 14 CFR Section 135.297(g).
- b. The installed autopilot system is operational in accordance with Section 135.105(c)(1).

<b>AIRCRAFT M/M/S</b>	<b>AUTOPILOT SYSTEM MANUFACTURER/MODEL</b>	<b>ADDITIONAL CONDITIONS/LIMITATIONS</b>
BE-58-58	King/ KFC 225	None
BE-300-B300	Collins/ Proline 21	None

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

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



**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

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**

<b>Part 142 Training Center and/or Part 119 Certificate Holder</b>	<b>Street Address</b>	<b>City</b>	<b>State or Country</b>	<b>Postal Code</b>	<b>Training Center Certificate Number</b>	<b>Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)</b>	<b>Aircraft M/M/S</b>	<b>Most Recent Audit Date</b>
FlightSafety International	4105 Bear Road	Orlando	Florida	32827	UJFX071K	Initial, Recurrent, Requalification, and Transition to fulfill the requirements of 14 CFR 135.293 a(2-3) 14 CFR 135.293 b, 14 CFR 135.297	CE-560-560XL	07/30/2015

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
FlightSafety International	4105 Bear Road	Orlando	Florida	32827	UJFX071K	Initial, Recurrent, Requalification, and Transition to fulfill the requirements of 14 CFR 135.293 a(2-3) 14 CFR 135.293 b, 14 CFR 135.297	CE-750-750	03/21/2015
FlightSafety International	1951 Airport Road	Wichita	Kansas	67209	UJFX071K	Initial, Recurrent, Requalification, and Transition to fulfill the requirements of 14 CFR 135.293 a(2-3) 14 CFR 135.293 b, 14 CFR 135.297	CE-680-680	02/24/2014
FlightSafety International	3201 East Airfield Drive	DFW Airport	Texas	75261	UJFX071K	Initial, Recurrent, Requalification, and Transition to fulfill the requirements of 14 CFR 135.293 a(2-3) 14 CFR 135.293 b, 14 CFR 135.297	GA-150-150	07/25/2016
FlyRight, Inc.	7075 Aviation Blvd., NE	Concord	North Carolina	28027	Y6LX060K	Initial, Recurrent, Requalification, and Transition to fulfill the requirements of 14 CFR 135.293 a(2-3) 14 CFR 135.293 b, 14 CFR 135.297	BE-300-B300	01/19/2017
FlightSafety International	4105 Bear Road	Orlando	Florida	32827	UJFX071K	Initial, Recurrent, Requalification, and Transition to fulfill the requirements of 14 CFR 135.293 a(2-3) 14 CFR 135.293 b, 14 CFR 135.297	CE-525-525	due 60 days within commencement of training or checking

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U.S. Department  
of Transportation  
Federal Aviation  
Administration

Operations Specifications

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

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

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**A041. Authorization for 14 CFR Part 135 Airplane Operators  
to Conduct a Pretakeoff Contamination Check**

**HQ Control: 02/10/98  
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.

Pretakeoff contamination check procedures are provided in the General Operations Document on Pages R-17 thru R-23

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

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

Bromirski, Robert J.

Principal Operations Inspector

EA25

4. Date Approval is effective: 2/2/09

Amendment Number: 0

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

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Wattoff, Douglas C.

Agent for Service

Date: 2/2/09

**A057. Eligible On-Demand Operations**

**HQ Control:** 12/17/03  
**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**

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

Procedures for Eligible On-Demand Operations are contained in the Millbrook Aviation General Operations Manual in Section "R."

- 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.

Bromirski, Robert J.

Principal Operations Inspector

EA25

4. Date Approval is effective: 4/24/09

Amendment Number: 0

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

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Wattoff, Douglas C.

Chief Pilot, Part 135

Date: 4/24/09

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**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**

<b>Aircraft M/M/S</b>	<b>Hardware Class</b>	<b>Hardware Manufacturer, and Model</b>	<b>EFB Software Type</b>	<b>EFB Software Source, Version#</b>	<b>Restrictions and Limitations</b>
BE-58-58	Class 1	Apple/ iPad 2 Apple/ iPad Mini Apple/ iPad Mini w/ Retina Apple/ iPad Mini 4	Types A and B	ForeFlight/ iFlightBag/Jeppesen Mobile FliteDeck	Must carry hard copies of enroute charts.
CE-750-750	Class 1	Apple/ iPad 2 Apple/ iPad Mini Apple/ iPad Mini w/ Retina Apple/ iPad Mini 4	Types A and B	ForeFlight/ iFlightBag/Jeppesen Mobile FliteDeck	Must carry hard copies of enroute charts.
GA-150-150	Class 1	Apple/ iPad 2 Apple/ iPad Mini Apple/ iPad Mini w/ Retina Apple/ iPad Mini 4	Types A and B	ForeFlight/ iFlightBag/Jeppesen Mobile FliteDeck	Must carry hard copies of enroute charts.
BE-300-B300	Class 1	Apple/ iPad 2 Apple/ iPad Mini Apple/ iPad Mini w/ Retina Apple/ iPad Mini 4	Types A and B	ForeFlight/ iFlightBag/Jeppesen Mobile FliteDeck	Must carry hard copies of enroute charts.

- 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.

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

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



**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**

<b>Aircraft M/M/S</b>	<b>Type Loading Schedule</b>	<b>Loading Schedule Instructions</b>	<b>Weight and Balance Control Procedure</b>
BE-58-58	Manual or computer Calculation	BE-58 POH	Section 6
CE-750-750	Manual or computer Calculation	CE-750 AFM	Section 6
GA-150-150	Manual or computer Calculation	GA-150 AFM	Section 6
BE-300-B300	Manual or computer Calculation	B-300 AFM	Section 6

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

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

**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
Wattoff, Douglas C./ Millbrook Aviation	845-677-1237	263 New Hackensack Road Wappingers Falls, NY 12590	dwattoff@millbrookAviation.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. Support information reference:
  3. These Operations Specifications are approved by direction of the Administrator.

Bromirski, Robert J.

Principal Operations Inspector

EA25

4. Date Approval is effective: 7/23/08

Amendment Number: 0

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

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Wattoff, Douglas C.

Agent for Service

Date: 7/23/08

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**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**

	<b>Location of Antidrug and Alcohol Misuse Prevention Program Records:</b>	<b>Telephone Number:</b>
<b>Address:</b>	Millbrook Aviation	845-677-1237
<b>Address:</b>	1032 1st Street, Building 112	
<b>City:</b>	New Windsor	
<b>State:</b>	NY	
<b>Zip Code:</b>	12553	

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 fewer than 50 safety-sensitive employees.

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

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

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Wattoff, Douglas C., Director of Operations

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Date

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<b>AIR OPERATOR CERTIFICATE</b>		
	State of the Operator United States of America	
	Issuing Authority Federal Aviation Administration	
AOC #: Z7UA071M	PIONEER BUSINESS SERVICES LLC  Db: Millbrook Aviation  Operator Address: Millbrook Aviation 1032 1st Street, Building 112 New Windsor, New York 12553  Telephone: 1-845-677-1237 Fax: 1-845-517-1699 E-mail: Charter@millbrookair.com	Operational Points of Contact: Douglas C. Wattoff Contact details, at which operational management can be contacted without undue delay, are listed in General Operations manual, page A-2
Expiration Date : N/A		
This certificate certifies that PIONEER BUSINESS SERVICES LLC is authorized to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual and the 14 CFR 135.		
Date of Issue: July 21, 2008	Name:  Robert J. Bromirski	
	Title:  Principal Operations Inspector (POI)	

**CERTIFICATION STATEMENT**

I hereby certify that the attached is a true copy of the PIONEER BUSINESS SERVICES LLC AOC issued at EA25 - Teterboro (TEB) on May 01, 2013 by the FAA.

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

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

\_\_\_\_\_  
Wattoff, Douglas C., Director of Operations

\_\_\_\_\_  
Date

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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.



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

Bromirski, Robert J.

Principal Operations Inspector

EA25

4. Date Approval is effective: 7/23/08

Amendment Number: 0

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

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Wattoff, Douglas C.

Agent for Service

Date: 7/23/08

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**B032. En Route Limitations and Provisions**

**HQ Control: 03/24/09**  
**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.

c. When conducting Class II navigation:

(1) Class II navigation as authorized in accordance with paragraph B036 or B054 is required anytime the above requirements cannot be met.

(2) RNP operations shall not be conducted unless navigation is conducted using an area navigation system which is certified for use in IFR flight for the route being flown and authorized in paragraph B036.

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

Bromirski, Robert J.

Principal Operations Inspector

EA25

4. Date Approval is effective: 4/9/09 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

Wattoff, Douglas C.

Agent for Service

Date: 4/9/09

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**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  $\pm 5$  nautical miles (NM) for 95 percent of the flight time.

(3) For P-RNAV terminal and en route operations, the navigation performance is  $\pm 1$  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		
BE-58-58	Garmin	GNS-530	N/A	None
CE-750-750	Honeywell	CD-820	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	None, N17XR
GA-150-150	Collins	FMS-6100	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	None, N916EC
BE-300- B300	Collins	FMS-3000	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	None, N291E

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.

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

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

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**B035 . Class I Navigation in the U.S. Class A Airspace using Area or Long-Range Navigation Systems HQ Control: 03/07/2016  
HQ Revision: 03a**

- 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 must 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, Navigation Specification(s)**

Airplane Type (M/M/S)	Navigation Equipment			Navigation Specification(s)	Additional Capabilities	Limitations and Conditions
	Manufacturer	Model HW/ Part#	Software Part/ Version/ Revision #			
CE-750-750	Honeywell	FMZ-2000	7017300-31564 / 6.1	RNP 2,/RNAV 2	N/A	As per AFM/AFMS
GA-150-150	Collins	FMS-6100	832-4117-118	RNP 2,/RNAV 2	N/A	As per AFM/AFMS
BE-300-B300	Collins	FMS-3000	832-4120-026	RNAV 2	N/A	As per AFM/AFMS

- c. Authorization for Domestic Routes. In Table 1, bundling of Advanced RNP (A-RNP), RNP 2, and RNAV 2 may be authorized for equipment that meets the necessary performance requirements. Lesser bundles are also available for RNP 2/RNAV 2 or RNAV 2 only. As a minimum for advanced RNP, the certificate holder must be qualified for the following advanced capabilities: scalability, radius to fix (RF), and parallel offset. Additionally, the Advanced RNP certificate holder must have adequate continuity for the operation. These authorizations do not include Q-routes in the Gulf of Mexico or RNP 2 oceanic and remote operations.
- d. Additional Capabilities. Fixed Radius Transitions (FRT) and/or Time of Arrival Control (TOAC) en route may be selected in Table 1 under Additional Capabilities for those who qualify.

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

(1) The certificate holder must 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 equipage, aircraft on the RNAV route must be within ATC radar surveillance and communication. If ATC radar fails, an ATC clearance must 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, must be under Air Traffic Control (ATC) radar surveillance and communication. If ATC radar fails, an ATC clearance must 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: .



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U.S. Department  
of Transportation  
Federal Aviation  
Administration

Operations Specifications

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

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

**B036 . Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS) HQ Control: 03/07/2016**  
**HQ Revision: 05d**

a. The certificate holder is authorized to conduct Oceanic and Remote Continental navigation using Multiple Long-Range Navigation Systems (M-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 must not conduct Oceanic and Remote Continental navigation operations within Central East Pacific (CEP) Airspace, North Pacific (NOPAC) Airspace, North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace, or areas of magnetic unreliability (AMU). The certificate holder must conduct all Oceanic and Remote Continental navigation operations using M-LRNS in accordance with the provisions of this paragraph.

b. Bundling Navigation Specifications. In Table 1, under the navigation specification column, bundling of Advanced Required Navigation Performance (A-RNP), RNP 2, RNP 4, and RNP 10 may be authorized for equipment that meets the necessary performance requirements for oceanic and remote operations. Lesser bundles are also available: RNP 2, RNP 4, and RNP 10 or RNP 4 and RNP 10 or RNP 10 only. As a minimum for A-RNP, the certificate holder must be qualified for the following advanced capabilities: scalability, Radius to Fix (RF), and parallel offset. Additionally, the A-RNP certificate holder must have adequate continuity for the operation.

**Table 1 - Authorized Airplane(s), Equipment**

Airplane M/M/S	Long-Range Navigation Systems (LRNS)			Navigation Specification(s)	Additional Capabilities	Limitations	RNP Time Limits
	Manufacturer	Model/HW Part #	Software Part/Ver#				
CE-750-750	Honeywell	CD-820	7017300-31564/6.1	RNP 4/RNP 10	N/A	none, N17XR	None
GA-150-150	Collins	FMS-6100	832-4117-118	RNP 2/RNP 4/RNP 10	N/A	none, N916EC	None

c. Additional Capabilities. Fixed Radius Transition (FRT) and/or Time of Arrival Control (TOAC) may be selected in Table 1 under Additional Capabilities for those who qualify.

d. Special Limitations and Provisions. The certificate holder must conduct all operations using M-LRNS in accordance with the following limitations and provisions:

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

(2) The navigation system must be operational as required by operations specifications B037 (CEP), B038 (NOPAC), B039 (NAT/MNPS), or B040 (AMU), as applicable.

(3) Except when navigation is being performed under the supervision of a check airman properly qualified for Oceanic and Remote Continental 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 must have satisfactorily completed the ground school portion of that training program.

(4) Prior to entering any airspace requiring the use of a LRNS, for airplanes approved for operations using GPS equipage and/or DME/DME automatic updating, the systems must be confirmed to be functioning normally (no fault indications); for all other airplanes the position must be accurately fixed using airways navigation facilities or ATC radar.

(5) After exiting this airspace, the airplane position must be accurately fixed and the LRNS error must be determined and logged in accordance with the certificate holder's approved procedures. An arrival gate position check satisfies this requirement.

(6) For airplanes approved for operations and using GPS equipage and/or DME/DME automatic position updating, no exit position fix is required unless there is an indication of LRNS malfunction.

(7) 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 capability to navigate the airplane to the degree of accuracy or RNP type required for ATC over that portion of the flight.

(8) At RNP 2 dispatch, at least two independent approved Global Navigation Satellite System (GNSS) navigation systems must be installed and operational; acceptable for primary means of oceanic and remote continental navigation.

(a) In the event of a predicted, continuous loss of appropriate level of fault detection of more than 5 minutes for any part of the RNP 2 operation, the operator should revise the flight plan (e.g., delay the departure or plan a different route).

(9) At RNP 4 dispatch, at least two independent LRNSs, with integrity such that the navigation system does not provide misleading information. The LRNS must be fitted to the aircraft and form part of the basis upon which RNP 4 operational approval is granted. GNSS can be used as a standalone navigation system, as one of the sensors in a multisensor system, or as part of an integrated GNSS/inertial system:

(a) Twenty-five minutes is the maximum allowable time for which fault detection and exclusion (FDE) capability is projected to be unavailable on any one event. This maximum outage time must be included as a condition of the RNP 4 operational approval. If predictions indicate that the maximum allowable FDE outage will be exceeded, the operation must be rescheduled to a time when FDE is available.

(10) At RNP 10 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 systems (FMS)/navigation sensor combinations (or equivalent);

(c) At least two independent approved GPS navigation systems acceptable for primary means of Oceanic and Remote Continental navigation in oceanic and remote areas;

(d) INS that use a mixed position solution (e.g., triple mix); or

(e) At least two approved independent LRNS from the list below:

- INS.
- FMS/navigation sensor combination (or equivalent).
- GPS navigation system approved for Oceanic and Remote Continental navigation in oceanic and remote areas.

(11) Thirty-four minutes is the maximum allowable time for which FDE capability is projected to be unavailable on any one event. This maximum outage time must be included as a condition of the RNP 10 operational approval. If predictions indicate that the maximum allowable FDE outage will be exceeded, the operation must be rescheduled to a time when FDE is available.

e. Operation on Routes or in Areas where an RNP is Specified. Operations in areas or on routes where an RNP is specified must be conducted in accordance with the following limitations and provisions:

(1) At dispatch, one of the navigation system configurations listed in subparagraph d (8), (9) or (10) above must be installed, operational, and (as listed in subparagraph b, Table 1) approved for the specified RNP (or better).

(2) The certificate holder must ensure that the airplane navigation system will provide the specified RNP for the planned flight time in the airspace and, if applicable, that the airplane will be operated in the RNP area of operation established using the RNP time limit listed in Table 1.

(3) The International Civil Aviation Organization (ICAO) flight plan filed with the Air Traffic Service Provider (ATSP) must show that the airplane and certificate holder are approved for the specified RNP (or better).

f. 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 is specified, if the ATSP 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 ATSP.

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

(3) At dispatch, at least one of the navigation system configurations listed in subparagraph d(8), (9) or (10) above must be installed and operational.

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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**B039 . Operations in North Atlantic High Level Airspace (NAT HQ Control: 06/10/2016 HLA)** **HQ Revision: 050**

a. The certificate holder is authorized to conduct operations in North Atlantic High Level Airspace (NAT HLA) in accordance with the provisions of this operations specification and the guidance contained in International Civil Aviation Organization (ICAO) Document 7030, Regional Supplementary Procedures, for the NAT region.

b. Airspace Description. NAT HLA is that volume of airspace (as defined in ICAO Document 7030) between flight level (FL) 285 and FL 420 within the oceanic control areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East, Reykjavik, Santa Maria, and Shanwick, excluding the Shannon and Brest Ocean Transition Areas.

c. Required Flightcrew and Operational Control Personnel Training. Prior to operations in NAT HLA, flightcrew members and operational control personnel must have completed the certificate holder's approved training on the requirements specific to planning and operating flights in the NAT HLA. This training is in addition to that provided by the certificate holder on the general requirements for planning and operating flights in oceanic and remote airspace.

d. The certificate holder must also hold operations specification B036, Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS), indicating authorization for RNP 4 or RNP 10, if operating airplanes equipped with two or more long-range navigation systems (LRNS). The provisions and limitations of operations specification B036 must be observed during NAT HLA operations with those airplanes.

(1) In the event an airplane listed in operations specification B036 is reduced to single LRNS capability due to equipment degradation, operations within NAT HLA, limited to the special routes identified in paragraph e below, are authorized without the certificate holder being issued operations specification B054.

e. The certificate holder must hold operations specification B054, Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System, indicating authorization for RNP 10 if operating airplanes equipped with a single LRNS. Operations within NAT HLA with a single LRNS are limited to the special routes (e.g., Blue Spruce routes) identified in NAT Document 007, North Atlantic Operations and Airspace Manual. The provisions and limitations of operations specification B054 must be observed during NAT HLA operations with those airplanes.

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

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

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Wattoff, Douglas C., Director of Operations

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Date

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**B045 . Extended Overwater Operations Using a Single Long-Range Communication System**      **HQ Control: 10/23/2014**  
**HQ Revision: 040**

- a. In accordance with 14 CFR Part 135, § 135.165(g), and the limitations and provisions of this operations specification, the certificate holder is authorized to conduct extended overwater operations using the Single Long-Range Communication System(s) (SLRCS), listed in Table 1 below of this operations specification.
- b. This authorization is limited to those areas of en route operation, Atlantic Ocean-West Atlantic Route System (WATRS), Caribbean Sea – Including the islands/Nations and the Havana flight information region (FIR), and the Gulf of Mexico. This operations specification must be referenced in paragraph B050 of these operations specifications.
- c. Authorized Aircraft and Equipment.

**Table 1 Authorized Aircraft and Equipment**

<b>Aircraft Type (M/M/S)</b>	<b>Long-Range Communication System (Manufacturer/Model)</b>
CE-750-750	Honeywell/ KHF-1050, N17XR
GA-150-150	Collins/ HF-9000

d. Limitations and Provisions.

(1) The SLRCS used must be a unit that employs HF, or other approved communication systems which extend beyond line-of-sight.

(2) The SLRCS must be fully functional. If the aircraft is equipped with at least two long-range communications systems, the use of the SLRCS must be in accordance with the certificate holder's approved minimum equipment list (MEL).

(3) The area of operation permitted is defined by the following description and excludes all the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) airspace:

- Beginning at 44 degrees 47'20" N/67 degrees 00'00" W.
- Hence to 38 degrees 30'00" N/67 degrees 00'00" 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, north to the CUN VOR, North East to the EYW VOR then north along the eastern coastline of the United States to the beginning point.

(4) Except as provided in subparagraph e. of this operations specification

(a) The certificate holder monitors the mechanical reliability of the HF communication system. Within the preceding 30 days if the HF radio system (both HF radios if two are installed) has been placed on MEL more than twice, the operator is restricted from operating that aircraft in oceanic operations, except one flight to return it to an area of operation that does not require use of HF communications; or,

(b) The aircraft has an installed and functional Satellite Voice (SATVOICE) Communication System.

(i) For aircraft that meet the requirements of the network access switch: The certificate holder must include the appropriate SATVOICE Communication System code in item 10A, and six character hexadecimal code in item 18, of the ATS Flight Plan (FPL).

(ii) For aircraft that do not meet the requirements of the network access switch: The certificate holder must include the appropriate SATVOICE Communication System code in item 10A of the ATS FPL. Additionally, the Air Navigation Service Provider (ANSP) must be provided the aircraft-specific phone number for each aircraft.

(iii) Direct communication with the controller must be limited to emergency and non-normal conditions. Normal and routine SATVOICE communication must be directed to the communications service provider (CSP), e.g. ARINC, for the area of operations in which the aircraft is operating; and

(iv) The flightcrew must have the continued ability to comply with the International Civil Aviation Organization (ICAO) Annex 2, Rule of the Air, communication requirements.

(5) Prior to entering oceanic airspace, the pilot-in-command (PIC) must perform a functional check on the HF and SATVOICE backup, if operating under the provision of subparagraph d.4(b) above, to verify its functionality.

(6) No person may allow the flight to enter oceanic airspace unless, rapid and reliable two-way communication can be maintained with the Air Traffic Control (ATC) facility controlling the airspace.

e. Special Provisions Area over the Gulf of Mexico. Communications with ATC facilities and long-range communications service providers in the Gulf of Mexico are available via VHF voice.

(1) Prior to conducting operations in the Special Provisions Area over the Gulf of Mexico, the PIC must review the appropriate NOTAMs, and verify that there are no reported or anticipated lapses in VHF voice capability for Air Traffic Services (ATS) during the period of time in which the flight will be conducted. When VHF voice communication is not available directly with ATS facilities or via general purpose facilities using VHF communication the operator must use the SLRCS (HF) listed in Table 1 of this operations specification.

(2) If, at any time during flight, two-way VHF voice radio communications cannot be maintained directly with the controlling ATS facility, general purpose communication facilities such as ARINC must be used. General purpose facilities provide VHF and HF communications capability and will be responsible for the relay of position reports and other information between the aircraft and ATS facilities.

f. Required Training. Prior to exercising the authority provided by this operations specification, the

certificate holder must provide training to its aircraft dispatchers, persons designated to exercise operational control, and flightcrew members, on the application of this authorization, including all of the limitations, provisions and special provisions, contained herein.

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

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

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

**HQ Control: 08/17/2016**

**HQ Revision: 01b**

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 must not conduct any other operations in RVSM airspace under these operations specifications.

b. Required Altitude-Keeping Equipment. The certificate holder must 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, operational, and properly maintained:

(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 (ASE) requirements; and

(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.

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 (ATCC) 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.

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

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

**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.

<b>Authorized Areas of En Route Operation</b>	<b>Reference Paragraphs</b>	<b>Note Reference #</b>
Asia - Excluding North Korea	B031, B032, B034, B046, B450	1, 3
Atlantic Ocean - The Atlantic Ocean at flight levels above and below NAT/HLA airspace boundaries	B031, B032, B034, B036, B046	3, 5
Atlantic Ocean - The Atlantic Ocean islands/nations	B031, B032, B034, B036, B046, B450	1, 3
Atlantic Ocean - The Atlantic Ocean NAT/HLA airspace	B031, B032, B034, B036, B039, B046	3, 5
Atlantic Ocean - The Atlantic Ocean South of New York and Santa Maria Oceanic FIRs	B031, B032, B034, B036, B046	4
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, B032, B034, B036, B039, B046	3, 5
Atlantic Ocean - WATRS - The North Atlantic Ocean west of the western boundary of NAT/HLA airspace to include the San Juan CTA/FIR and the Atlantic portion of the Miami Oceanic CTA	B031, B032, B034, B036, B045, B046, B054	3
Canadian MNPS airspace	B031, B032, B034, B036, B046, B059	
Caribbean Sea - Including the islands/nations and the Havana FIR	B031, B032, B034, B036, B046, B054	
Central America	B031, B032, B034, B046, B450	1
China	B031, B032, B034, B046, B450	1, 3
Europe and the Mediterranean Sea	B031, B032, B034, B036, B046, B450	1, 3
Gulf of Mexico	B031, B032, B034, B036, B046, B054	
Mexico	B031, B032, B034, B046, B450	1
South America	B031, B032, B034, B036, B046, B450	1
USA - The 48 contiguous United States and the District of Columbia	B031, B032, B034, B035, B046	

Authorized Areas of En Route Operation	Reference Paragraphs	Note Reference #
USA - The State of Alaska	B031, B032, B034, B035, B036, B046	

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	'Sensitive International Area Overflight' may not occur without obtaining additional approvals from other appropriate authority(s).
3	CE-680, CE-750 & GA-150 only.
4	CE-680 only.
5	See limitations in OpSpec B039.

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

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

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Wattoff, Douglas C., Director of Operations      \_\_\_\_\_  
Date

**B054 . Oceanic and Remote Airspace Navigation Using a  
Single Long-Range Navigation System**

**HQ Control: 07/27/2016**

**HQ Revision: 030**

- a. The certificate holder must conduct oceanic and remote airspace navigation using a single long-range navigation system (LRNS), as authorized by 14 CFR Part 135, §135.165, in accordance with the provisions and limitations of this operations specification.
- b. The certificate holder is authorized to conduct oceanic and remote airspace navigation, limited to the areas identified in subparagraph c. below, using the airplanes and equipment listed in Table 1 below. Table 1 identifies the major navigation system components that constitute the single LRNS applicable to the airplanes operating under this authorization. Subparagraphs d. and e. describe the RNP 10 aspect of this authorization.

**Table 1-Authorized RNP 10-Capable Airplanes, Equipment**

<b>Airplane M/M/S</b>	<b>Navigation System Components M/M</b>	<b>RNP 10 Time Limit (if applicable)</b>
CE-750-750	Honeywell/CD-820	as per AFM
GA-150-150	Honeywell/FMS-6100	as per AFM

- c. Oceanic and remote airspace navigation in airplanes equipped with a single LRNS is limited to the following areas:

(1) West Atlantic, Caribbean Sea, Gulf of Mexico as defined as:

- i Beginning at 44°47'20"N/67°W;
- i Hence to 38° 30'N/67°W;
- i Hence to 38° 30'N/60° W;
- i Hence to 27°N/60°W;
- i Hence to 27°N/58°W;
- i Hence to 7° 46'N/58°W; and
- i 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.

(2) North Atlantic (NAT) special routes (i.e., Blue Spruce routes) defined in International Civil Aviation Organization (ICAO) NAT Document 007, North Atlantic Airspace and Operations Manual, and the Iceland Aeronautical Information Publication(AIP).

(a) Operations specification B039, Operations in North Atlantic High Level Airspace (NAT HLA) is also required for operations on these special routes between flight levels (FL) 285 and 420.

d. RNP 10.

(1) The certificate holder must ensure the airplane navigation system will provide RNP 10



capability for the planned flight time in the authorized area of operations, and will be operated within the RNP 10 time limit specified in Table 1.

(2) If the single LRNS is based on GPS alone (i.e., no inertial navigation input), the certificate holder must use a fault detection and exclusion (FDE) prediction program during flight planning to determine if gaps in FDE coverage apply to the planned route and expected duration of the flight. The maximum allowable gap in FDE coverage under RNP 10 is 34 minutes.

e. Indicating RNP 10 capability in ATC flight plans.

(1) Flightcrews are authorized to indicate RNP 10 capability in the ATC flight plan for operations in the following areas:

(a) Houston Oceanic Control Area/Flight Information Region (CTA/FIR);

(b) Gulf of Mexico portion of Miami Oceanic CTA/FIR;

(c) Monterrey CTA and Merida CTA within the Mexico FIR/upper control area (UTA);

and

(d) NAT special routes (i.e., Blue Spruce routes) defined in ICAO NAT Document 007 and the Iceland AIP.

(2) Outside areas listed in subparagraph e(1), flightcrews must refrain from indicating RNP 10 capability on the ATC flight plan.

f. Flightcrew and Operational Control Personnel Training. Prior to conducting operations under this operations specification, flightcrew members and operational control personnel must have completed the certificate holder's training on the requirements pertinent to planning and operating flights in oceanic and remote airspace, and for operations under RNP 10. This training must include operational procedures to mitigate the occurrence of large lateral track errors due to equipment malfunction or operational error.

g. Additional Limitations and Provisions. The certificate holder must conduct all operations authorized by this operations specification in airplanes equipped with a single LRNS, in accordance with the following limitations and provisions:

(1) The certificate holder must conduct all oceanic and remote airspace flights so the airplane is continuously navigated to the degree of accuracy required by ATC. For areas where these accuracy and performance standards have not been published, the LRNS must conform to established RNP 10 criteria.

(2) Prior to entering oceanic and remote airspace, confirm the performance of the LRNS. For airplanes equipped with GPS and/or DME automatic updating, check for no fault indications. For all other airplanes, fix the airplane position using ground navigation aids or ATC radar.

(3) After exiting oceanic and remote airspace, accurately fix the airplane position and record LRNS error in accordance with the certificate holder's approved procedures. An arrival gate position check satisfies this requirement. An exit fix is not required when using GPS for navigation unless there are indications of an LRNS malfunction.

(4) In order to conduct operations authorized by this operations specification, the navigation equipment identified in Table 1 must be fully operational prior to departure.

(5) Flightcrew contingency procedures must be in place and used in the event of loss of the single LRNS after departure.

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

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

**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
China (PRC)	Flight Into/Out Of	N/A	On demand	Passenger Only
Cuba	Flight Into/Out Of	N/A	On demand	Passenger Only
Haiti	Flight Into/Out Of	N/A	On demand	Passenger Only
Honduras	Flight Into/Out Of	N/A	On demand	Passenger Only
Mexico	Flight Into/Out Of	N/A	On demand	Passenger Only
India	Flight Into/Out Of	N/A	On demand	Passenger Only
Bangladesh	Flight Into/Out Of	N/A	On demand	Passenger Only
Thailand	Flight Into/Out Of	N/A	On demand	Passenger Only

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
Douglas C. Wattoff/ Pioneer Business Services LLC	Director of Operations	845-677-1237	dwattoff@millbrookaviation.com

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

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

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Wattoff, Douglas C., Director of Operations

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Date

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**C049 . Destination Airport Analysis Program**

**HQ Control: 12/02/2003**

**HQ Revision: 000**

a. The eligible on-demand certificate holder is authorized to use the Destination Airport Analysis Program described or referenced in this operations specification.

Procedures and limitations are contained in the Millbrook Aviation General Operations Manual in Section R.

b. Operations specification A057 must be issued for this authorization.

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

4. Date Approval is effective: 01/30/2012                      Amendment Number: 0

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

Wattoff, Douglas C., Director of Operations

Date: 01/30/2012

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**C051 . Terminal Instrument Procedures**

**HQ Control: 09/12/2012**

**HQ Revision: 02b**

a. The certificate holder is authorized to conduct terminal instrument operations using the procedures and minima 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 be constructed using criteria based on FAA Order 8260.3, 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 Military Instrument Procedures Standardization (MIPS); or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on TERPS, EU-OPS 1, Aerodrome Operating Minimums or ICAO Doc 9365, Manual of All Weather Operations, Third Edition.

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, MIPS criteria, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or CMV is based on TERPS, EU-OPS 1 or ICAO Document 9365. The certificate holder shall submit 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, MIPS criteria, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or CMV is based on TERPS, EU-OPS 1 or ICAO Document 9365. The certificate holder shall submit to the FAA a copy of the terminal instrument procedure with supporting documentation.

(3) When the minima 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.

<b>Table 1</b>	
<b>RVR Conversion</b>	
<b>Feet</b>	<b>Meters</b>
300 ft	75 m
400 ft	125m
500 ft	150 m
600 ft	175 m
700 ft	200 m
1000 ft	300 m
1200 ft	350 m
1400 ft	450 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

<b>Table 2</b>	
<b>Meteorological Visibility Conversion</b>	
<b>Statute Miles</b>	<b>Meters</b>
1/4 sm	400 m
3/8 sm	600 m
1/2 sm	800 m
5/8 sm	1000 m
3/4 sm	1200 m
7/8 sm	1400 m
1 sm	1600 m
1 1/8 sm	1800 m
1 1/4 sm	2000 m
1 1/2 sm	2400 m
1 3/4 sm	2800 m
2 sm	3200 m
2 1/4 sm	3600 m
2 1/2 sm	4000 m
2 3/4 sm	4400 m
3 sm	4800 m

(4) When operating at foreign airports where the published landing minima are specified in RVR, the RVR may not be available, therefore the meteorological visibility is reported. When the minima 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 minima, 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)]

<b>AVAILABLE LIGHTING</b>	<b>DAY</b>	<b>NIGHT</b>
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. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.

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

\_\_\_\_\_  
Wattoff, Douglas C., Director of Operations

\_\_\_\_\_  
Date

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**C052 . Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima – All Airports HQ Control: 02/01/2016 HQ Revision: 07b**

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 & GLS)
...or GPS	LDA with glideslope	ILS
GPS	LOC BC with glideslope	ILS/DME
LDA	RNAV (GPS)	
LOC	SDF with glideslope	
LOC BC		
NDB		
RNAV (GPS)		
SDF		
VOR		
VOR/DME		

Note: Approval for RNAV (GPS) approaches may be extended to include approval for “RNAV (GNSS)” and/or “RNP” titled approaches in foreign States. Certificate holder should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to RNP approaches with authorization required (RNP AR).

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 (AR) 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.

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1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator.

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

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Covic, Claire, Assistant Director of Operations

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Date

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**C054 . Limitations and Provisions for Instrument Approach  
Procedures and Instrument Flight Rules Landing  
Minimums**

**HQ Control: 08/30/2013**

**HQ Revision: 030**

a. **High Minimum Pilot-in-Command (PIC) Provisions.** PIC who have not met the requirements of 14 CFR Part 135, § 135.225(e), shall use the high minimum pilot RVR landing minimum equivalents as determined from the following table.

<b>RVR Landing Minimum as Published</b>	<b>RVR Landing Minimum Equivalent required for High Minimum Pilots</b>
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 PIC 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) If the destination visibility conditions are forecast to be less than  $\frac{3}{4}$  statute mile or RVR 4000:

(a) The destination runway length shall be determined prior to takeoff to be at least 115 percent of the runway field length required by the provisions of § 135.385(b), and

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

(3) If un-forecast adverse weather or failures occur, the PIC shall not begin the final approach segment of an instrument approach unless the runway length needed for landing is determined prior to approach. The runway surface composition and length, reported runway and weather conditions, AFM limitations, operational procedures, and aircraft equipment status must be considered.

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

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

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Wattoff, Douglas C., Director of Operations

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Date

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**C055 . Alternate Airport IFR Weather Minimums**

**HQ Control: 05/17/2016**

**HQ Revision: 04a**

a. The certificate holder is authorized to derive alternate airport weather minimums from Table 1 below, according to the limitations and provisions of this operations specification.

**Table 1 - Alternate Airport IFR Weather Minimums**

<b>Approach Facility Configuration</b>	<b>Ceiling</b>	<b>Visibility</b>
For airports with at least one operational navigational facility providing a straight-in nonprecision approach procedure, or CAT I precision approach, or, when applicable, a circling maneuver from an IAP.	Add 400 ft. to MDA or DA/H, as applicable.	Add 1 statute mile (sm) 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 of the two approaches used.	Add ½ sm or 800 m to the higher authorized landing minimum of the two approaches used.

b. Special Limitations and Provisions.

(1) The certificate holder must not use an alternate airport weather minimum other than any applicable minimum derived from Table 1. The certificate holder must not use any GPS-based IAP unless the certificate holder is authorized to conduct GPS-based IAP and meets the requirements in subparagraph b(8).

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

(3) When determining the suitability 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 minimums 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 minimum equipment list (MEL), those MEL limitations affecting instrument approach minimums must be considered in determining alternate minimums.

(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.

(7) Credit for alternate minimums based on CAT II or CAT III capability is authorized if the certificate holder is approved for engine inoperative CAT III operations under operations specification C060.

(8) Use of GPS-Based IAP Minimums at an Alternate Airport. The certificate holder may use GPS-based IAP with the airplane make, model, and series (M/M/S) listed in Table 2. If no authorizations appear in Table 2, GPS-based IAP minimums are not authorized at an alternate airport. Examples of GPS-based IAP include GPS, RNAV (GPS), RNAV (RNP).

**Table 2 - GPS-Based Instrument Approach Procedure (IAP) Authorizations**

Airplane M/M/S	Conditions and Limitations	Remarks
BE-58-58	Subparagraph b8(e)(i)	none
CE-750-750	Subparagraph b8(e)(i)	none
GA-150-150	Subparagraph b8(e)(i)	none
BE-300-B300	Subparagraph b8(e)(i)	none

(a) Before the certificate holder is authorized to plan for the lines of minimums specified below, the certificate holder must be approved to conduct GPS-based IAP under operations specification C052, Straight-in Non-precision, APV and Category I Precision Approach and Landing Minima—All Airports and if applicable, RNAV (RNP) IAP if issued operations specification C384, Required Navigation Performance (RNP) Procedures with Authorization Required (AR).

(b) The certificate holder with either a Technical Standard Order (TSO)-C129() or a TSO-C196() navigation system must perform a preflight receiver autonomous integrity monitoring (RAIM) prediction for the airport where the GPS-based IAP will be flown. The certificate holder must also ensure that the conventional approach (at destination) can be flown without reliance on GPS. The certificate holder must check NOTAMs as part of the preflight planning activities.

(c) The certificate holder with either a TSO-C145() or a TSO-C146() navigation system must review appropriate Aeronautical Information Services (AIS) and NOTAMs for wide area augmentation system (WAAS) service outages.

(d) The certificate holder may use suitable RNAV systems for flight planning at an alternate airport, provided planned availability of the substitute means of navigation is confirmed (e.g. NOTAMs and RAIM prediction for use of GPS and NOTAM/AIS checks for use of WAAS). The certificate holder may plan for a conventional approach at the destination and may plan to use a substitute means of navigation based on GPS at the alternate airport, not including substitution for the navigation aid providing lateral guidance on the final approach segment, unless otherwise authorized. For example, the certificate holder may use GPS to substitute for an out-of-service VOR that supports an ILS missed approach procedure at an alternate airport (unless the procedure is NOTAMed “not authorized”).

(e) The certificate holder may use GPS-based IAP with the airplane M/M/S listed in Table 2 according to the conditions and limitations in subparagraphs b(8)(e)(i)-(iv), as indicated in the “Conditions and Limitations” column for each airplane M/M/S.

(i) The certificate holder must have a navigation system, either a TSO-C129() or a



TSO-C196(), that includes fault detection and exclusion (FDE) capability to utilize GPS-based IAP at either the destination or an alternate (not both). At the alternate, if not equipped with barometric vertical navigation (baro-VNAV) the certificate holder must only plan to lateral navigation (LNAV) (or circling) minimum descent altitude (MDA).

(ii) The certificate holder must have a navigation system, either a TSO-C129() or a TSO-C196(), that includes FDE capability and is equipped with baro-VNAV to utilize GPS-based IAP at either the destination or an alternate (not both). At the alternate, the certificate holder may plan to LNAV (or circling) MDA or LNAV/VNAV DA if using baro-VNAV. The certificate holder authorized under operations specification C384, utilizing an RNAV (RNP) IAP at the alternate, must plan no lower than an RNP 0.30 DA.

(iii) The certificate holder must have a navigation system, either a TSO-C145() or a TSO-C146() and may utilize GPS-based IAP at both the destination and an alternate. At the alternate, if not equipped with and using baro-VNAV, the certificate holder must only plan to LNAV (or circling) MDA.

(iv) The certificate holder must have a navigation system, either a TSO-C145() or a TSO-C146(), equipped with baro-VNAV, to utilize GPS-based IAP at both the destination and an alternate. At the alternate, the certificate holder may plan for LNAV (or circling) MDA or LNAV/VNAV DA if using baro-VNAV. The certificate holder authorized under operations specification C384, utilizing an RNAV (RNP) IAP at the alternate, must plan no lower than an RNP 0.30 DA.

(9) The certificate holder may not file for GPS-based IAP at a designated Extended Operations (ETOPS) alternate airport unless authorized by the Air Transportation Division (AFS-200).

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

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

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

Bromirski, Robert J.

Principal Operations Inspector

EA25

4. Date Approval is effective: 7/23/08 Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

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Wattoff, Douglas C.

Agent for Service

Date: 7/23/08

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**C063 . Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations**

**HQ Control: 03/07/2016**

**HQ Revision: 04b**

a. The certificate holder is authorized to conduct IFR RNAV 1 and/or RNP 1 instrument departure procedures (DP); RNAV 1 and/or RNP 1 Standard Terminal Arrival Routes (STAR) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA) using approved RNAV systems to the airports and runways approved for such operations, and must conduct all such operations in accordance with the provisions of these operations specifications.

b. Bundling and Authorized Airplane/Equipment. In Table 1 below, listed under Navigation Specification(s) are six bundled options starting with Advanced RNP (A-RNP), RNP 1, TA, and RNAV 1. Lesser bundles are also available with the following options: RNP 1, RF, TA, and RNAV 1; RNP 1, RF, and RNAV 1; RNP 1, TA, and RNAV 1; RNP 1 and RNAV 1; or RNAV 1 only. As a minimum for A-RNP, the certificate holder must be qualified for the following advanced capabilities: scalability, Radius to Fix (RF), and parallel offset. Additionally, the A-RNP certificate holder must have adequate continuity for the operation.

**Table 1-Airplane(s), RNAV Equipment, Navigation Specification(s)**

Airplane M/M/S	Compliant RNAV System(s) and Software			Navigation Specification(s)	Additional Capabilities	Limitations and Provisions
	Manufacturer	Model/HW Part #	Software Part/Ver. #			
CE-750-750	Honeywell	CD-820	7017300-31564/6.1	RNP 1/RF/RNAV 1	N/A	As per AFM/AFMS
GA-150-150	Collins	FMS-6100	832-4117-118	RNP 1/RF/RNAV 1	N/A	As per AFM/AFMS
BE-300-B300	Collins	FMS-3000	832-4120-026	RNP 1/RNAV 1	N/A	As per AFM/AFMS

c. Additional Capabilities. Fixed Radius Transition (FRT) and/or Time of Arrival Control (TOAC) may be selected in Table 1 under Additional Capabilities for those who qualify for A-RNP.

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

- e. Flightcrew Qualifications. Flightcrews must not conduct operations approved by this operations specification until qualified in accordance with the certificate holder's approved training program for RNAV 1 and/or RNP 1 DPs, STARs operations, and/or TAs.
- f. For Part 135 operators that have no manuals, the approved procedures required for this authorization are as follows:

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U.S. Department  
of Transportation  
Federal Aviation  
Administration

Operations Specifications

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

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

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**C064. Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower-- Nonscheduled Passenger and All-Cargo Operations**      **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.

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

Bromirski, Robert J.

Principal Operations Inspector

EA25

4. Date Approval is effective: 7/23/08      Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

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Wattoff, Douglas C.

Agent for Service

Date: 7/23/08

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**C073 . Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH)**

**HQ Control: 06/06/2016**

**HQ Revision: 04a**

a. The certificate holder is authorized to use minimum descent altitude (MDA) as a decision altitude (DA)/decision height (DH) with vertical navigation (VNAV) on a nonprecision approach (NPA). The certificate holder will use operations specification C073 in conjunction with operations specification C052, Straight-In Non-Precision, APV, and Category I Precision Approach and Landing Minima—All Airports. The certificate holder is authorized to conduct instrument approach operations using the following airplanes and area navigation (RNAV) systems certified for these VNAV operations as listed in Table 1 below.

**Table 1 - Authorized Airplanes and Equipment**

<b>Airplane Type (M/M/S)</b>	<b>Area Navigation System (Model/Version)</b>	<b>Remarks</b>
CE-750-750	Honeywell/ CD-820	None, N17XR
GA-150-150	Rockwell Collins Proline 21/ FMS-6100	None, N916EC
BE-300-B300	Rockwell Collins Proline 21/ FMS-3000	None, N291E

b. Public Vertically Guided Instrument Approach Procedure (IAP) Assessment. Obstacle clearance surface (OCS) assessments protect the instrument procedure, including the missed approach. Glidepath qualification surface (GQS) assessments protect the landing area and have been accomplished on 14 CFR Part 97 IAPs with a published DA/DH. These approaches conform to the U.S. standard for Terminal Instrument Procedures (TERPS) and include instrument landing system (ILS), Ground Based Augmentation System (GBAS) Landing System (GLS), RNAV Required Navigation Performance (RNP), and RNAV Global Positioning System (GPS) IAPs with a localizer performance with vertical guidance (LPV) DA and/or lateral navigation (LNAV)/VNAV DA.

**NOTE:** The use of MDA as a DA/DH does not ensure obstacle clearance from the MDA to the landing runway. The certificate holder must see and avoid obstacles between the MDA and the runway when 14 CFR part 91, § 91.175 requirements are met and the approach is continued below the MDA for landing.

c. Authorized Approaches. The certificate holder may fly all Part 97 nonprecision straight-in IAPs listed as authorized in their operations specification C052, Table 1, columns 1 and 2 using an MDA as a DA/DH if the approach being flown meets one of the following requirements and its subcomponents:

(1) Serves a runway that has a published RNAV IAP ("RNAV (GPS)", "RNAV (RNP)" or "GPS" in the title) with a published LNAV/VNAV or RNP DA and:

(a) Has the exact published final approach course as the RNAV IAP.

(b) Has a published vertical descent angle (VDA) coincident with or higher than the barometric vertical guidance (glide slope (GS)) on the published RNAV IAP.



(i) A published VDA is not required when using the LNAV minima line on an RNAV approach that has a published LPV and/or LNAV/VNAV DA. Use the published GS. The VNAV path must be at or above all stepdown fixes.

(c) Is selected from an approved and current database and the flight management system (FMS) displays a final approach Flight Path Angle (FPA) in tenths or hundredths. The displayed FPA may have a maximum difference of minus .04 from the IAP VDA or GS. The displayed FPA may always be rounded up to the next tenth. The range for a given FPA will be 2.9 to 3.0, 3.1 to 3.2, 3.2 to 3.3, 4.0 to 4.1, etc. This applies to systems that display the FPA in tenths or hundredths.

**NOTE:** Airplanes without an FMS FPA display meeting previous AC 20-129 criteria may have been approved for LNAV/VNAV approaches using barometric vertical navigation (baro-VNAV). The certificate holder currently issued operations specification C073 with airplanes approved using AC 20-129 criteria may continue C073 operations.

(2) Serves a runway that has a published ILS, GLS or RNP IAP with LPV minima and:

(a) Has the exact published final approach course as the ILS, GLS, or RNP IAP.

(b) Has a published VDA coincident with or higher than the electronic GS on the published ILS, GLS, or RNP IAP.

(i) A published VDA is not required on a LOC-only approach when the ILS GS is out of service. Use the published GS. The VNAV path must be at or above all stepdown fixes.

(ii) A published VDA is not required when using LNAV minima on an RNAV approach that has a published LPV or LNAV/VNAV DA. Use the published GS. The VNAV path must be at or above all stepdown fixes.

(c) Is selected from an approved and current database and the FMS displays a final approach FPA in tenths or hundredths. The displayed FPA may have a maximum difference of minus .04 from the IAP VDA or GS. The displayed FPA may always be rounded up to the next tenth. The range for a given FPA will be 2.9 to 3.0, 3.1 to 3.2, 3.2 to 3.3, 4.0 to 4.1, etc. This applies to systems that display the FPA in tenths or hundredths.

**NOTE:** Airplanes without an FMS FPA display meeting previous AC 20-129 criteria may have been approved for LNAV/VNAV approaches using baro-VNAV. The certificate holder currently issued operations specification C073 with airplanes approved using AC 20-129 criteria may continue C073 operations.

(3) Serves a runway to an airport operating under 14 CFR Part 139 with a Visual Glide Slope Indicator (VGSI).

(a) The VDA or GS on the published final approach course must be coincident with or higher than the published VGSI descent angle.

(b) The published final approach course is within plus or minus 4 degrees of the runway centerline (RCL) course.

d. VNAV Path Angle. The VNAV path angle must be greater than or equal to 2.75 and equal to or

less than 3.77 degrees for Category A, B, and C airplanes, and greater than or equal to 2.75 and equal to or less than 3.50 degrees for Category D airplanes.

e. Operational Restriction. The certificate holder will not use an MDA as a DA/DH if the requirements specified in this operations specification are not met. The certificate holder may use a continuous descent final approach (CDFA), but will begin the missed approach at an altitude above the MDA that will not allow the airplane to descend below the MDA.

f. Required Training. Flightcrews must be trained in accordance with the certificate holder's approved training program for the navigation system and instrument procedure being used before conducting any operations authorized by this operations specification.

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

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

**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
BE-58-58
GA-150-150
CE-750-750
BE-300-B300

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.

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

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

**C077 . Terminal Visual Flight Rules, Limitations, and Provisions**

**HQ Control: 07/10/2013**

**HQ Revision: 02d**

a. Except as provided in this paragraph, 14 CFR Part 93 or SFAR 50-2, 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 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 or SFAR 50-2, 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 takeoff and climb in VFR conditions out to a specified point in the clearance, if the limitations and provisions of this subparagraph and subparagraph f. of this operations specification are met.

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

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

(3) The flightcrew must maintain the basic cloud clearance as specified in Section 91.155. (4) 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.

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 visibility to identify and avoid obstacles and safely maneuver using external visual references and to maintain minimum altitudes.

g. Alaskan Operations. Notwithstanding the above subparagraphs c.(2)(b) "Terminal Arrival VFR-Uncontrolled Airports" and d.(4) "Terminal Departures VFR", for those operations that are conducted solely within the state of Alaska, the highest of the following minimum altitudes apply:



(1) the minimum altitudes under Section 91.119,

(2) the authorized CVFP, or

(3) a minimum altitude during the day of 500 feet above the surface and 500 feet horizontally from any obstacle; at night, 1,000 feet above the highest obstacle within a horizontal distance of 5 miles from the course intended to be flown; or in designated mountainous terrain, as defined in Section 95.17, at an altitude of 2,000 feet above the highest obstacle within a horizontal distance of 5 miles from the course intended to be flown.

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

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

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Wattoff, Douglas C., Director of Operations

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Date

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**C079 . IFR Lower than Standard Takeoff Minima, 14 CFR Part 135 Airplane Operations - All Airports HQ Control: 12/08/2014**  
**HQ Revision: 06b**

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) ¼ 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 ¼ 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**

<b>Lowest Authorized RVR</b>	<b>Minimum Runway Requirements</b>	<b>Other Limitations and Provisions</b>
RVR 500 - TDZ / 500 - Mid / 500 - RO (150m)	RCLM and HIRL, or 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 non-transport category aircraft, § 135.397 for small transport category aircraft, or § 135.398 for commuter category airplanes.

None

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 and landing minima of RVR 300. If the CAT III landing minima is greater than RVR 300 due to a localizer downgrade, these takeoffs are not authorized.

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

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

\_\_\_\_\_  
Bloomfield, John, Director of Operations

\_\_\_\_\_  
Date

**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.

<b>Registration No.</b>	<b>Serial No.</b>	<b>Aircraft M/M/S</b>
N291E	FL-559	BE-300-B300
N823EF	TH-1986	BE-58-58
N17XR	750-0251	CE-750-750
N916EC	G150-311	GA-150-150

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

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

**D092 . Airplanes Authorized for Operations in Designated  
Reduced Vertical Separation Minimum (RVSM)  
Airspace**

**HQ Control: 08/17/2016**

**HQ Revision: 00a**

The certificate holder is authorized to use the airplanes listed below for 14 CFR Part 135 operations in designated Reduced Vertical Separation Minimum (RVSM) airspace when the required altitude-keeping equipment is approved in accordance with operations specification B046, is operational, available, and properly maintained.

**Table 1 - Airplanes Authorized for Operations in Designated RVSM Airspace**

<b>Registration Number</b>	<b>Airplane Make/Model/Series</b>
N17XR	CE-750-750
N291E	BE-300-B300
N916EC	GA-150-150

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

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

**D095 . Minimum Equipment List (MEL) Authorization**

**HQ Control: 06/14/2013**

**HQ Revision: 02c**

a. The certificate holder is authorized to use an FAA-approved 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 FAA-approved MEL for the aircraft listed below:

Aircraft M/M/S	Limitations and Conditions
BE-58-58	N823EF
CE-750-750	N17XR
GA-150-150	N916EC
BE-300-B300	N291E

c. Maximum Times Between Deferral and Repair. Except as provided in subparagraph e of this operations specification, the certificate holder shall have instrument and equipment items repaired within the time intervals specified for the repair categories listed below:

(1) Repair Category A. Items in this category shall be repaired within the time interval specified in the "Remarks or Exceptions" column of the certificate holder's FAA-approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (e.g., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the certificate holder's FAA-approved MEL.

(2) Repair Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(3) Repair Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(4) Repair Category D. Items in this category shall be repaired within one hundred 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 instrument and equipment items listed in the FAA-approved MEL. The certificate holder shall include in a document or 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:



- (a) The number of deferred items per aircraft; and
  - (b) 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 job title, of the personnel who manage the MEL management program.
  - (5) Procedures for controlling an extension to specified repair intervals as permitted by subparagraph e of this operations specification, to include the limit of the extension and the procedures to be used for authorizing an extension.
- e. Continuing Authorization-Single Extension. The certificate holder is authorized to use a continuing authorization-single extension to approve a single, one-time extension to the repair interval for repair category B and C items, as specified in the FAA-approved MEL, provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the extension approval.
- (1) If an additional extension is required after the continuing authorization-single extension privilege has been exercised, it must be approved by the principal inspectors (PIs) prior to the expiration of the current extension time period.
  - (2) The certificate holder is not authorized to approve a single, one-time extension to the repair interval for repair category A and D items, as specified in the FAA-approved MEL.
  - (3) The FSDO may deny the use of the continuing authorization-single extension privilege if abuse is evident.

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

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

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**D101 . Additional Maintenance Requirements - Aircraft Engine, Propeller, and Propeller Control (Governor)**

**HQ Control: 09/09/2015**  
**HQ Revision: 010**

- a. The certificate holder is authorized to use the aircraft types identified in the table below in Table 1 in its 14 CFR Part 135 nine seats or less operation, provided these aircraft meet the additional maintenance requirements of Part 135, § 135.421.
- b. Aircraft Engine. Each installed engine, to include turbo superchargers, appurtenances and accessories necessary for its functioning shall be maintained in accordance with the maintenance document listed in Table 1 below. 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 (governor) shall be maintained in accordance with the maintenance document listed in Table 1 below. The propeller and propeller control (governor) shall be overhauled on or before the time in service interval shown in Table 1.
- d. Limitations and Conditions. Limitations and Conditions are for the specific engine, propeller and governor authorization listed.

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

Airplane Type	Engine			Propeller			Governor			Limitations and Conditions
	MMS	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	
BE-58-58	Teledyne Continental IO-550-C31/B	Teledyne Continental Maintenance Manual X30634A as revised.	1700Hrs./12 years	Hartzell PHC-J3YF-2UF	Hartzell Maintenance Manual 115N as revised.	2400 Hrs./72 Calendar Months.	Woodward B210800	Woodward Service Manual B210800 as revised.	1700 Hrs./12 years.	N823EF
CE-750-750	Rolls Royce AE3007C1	Rolls Royce CSP-34012 as revised.	4500 Hrs.	N/A	N/A	N/A	N/A	N/A	N/A	N17XR
GA-150-150	Honeywell TFE731-	Honeywell Maintenance Manual	6000 Hrs.	N/A	N/A	N/A	N/A	N/A	N/A	N916EC

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

Airplane Type	Engine			Propeller			Governor			Limitations and Conditions
	MMS	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	
	40AR-200G		72-03-06 as revised.							
BE-300-B300	Pratt and Whitney PT6-60A	Pratt and Whitney Canada PT6A-60A MM/ OHM 3077128 as Revised	3600 Hrs	Hartzell HC-B4MP-3C	Hartzell Manual 143A 61-10-43 as revised	3000 Hrs./ 60 Calendar Months	Woodward 3057250-01	Beechcraft B300 AMM 130-590031-11 as revised	4500	N291E

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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**D104 . Additional Maintenance Requirements - Emergency Equipment**

**HQ Control: 05/10/2004**

**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**

Operations Specifications

Emergency Equipment Items	Maintenance Document	Limitations and Provisions
Artex ELT ME406	Raytheon Manual P/N 261D1389-1001 and Artex Service Notice 001 as revised.	12 Month Insp. (N823EF)
Raytheon First Aid Kit 130-590002-1	Ratheon Manual P/N 55-590000-13 as revised	30 Day Visual Inspection /6 Year Maintenance/12 Year Hydrostatic Test. (N823EF)
Amerax Halon 1211 Fire Extinguisher C352TS	Raytheon Manual P/N 55-590000-13 and NFPA 10 Chp.4 as revised.	30 Day Visual Inspection /6 Year Maintenance/12 Year Hydrostatic Test. (N823EF)
Eastern Aero Marine Life Vests XF-35	Eastern Aero Marine 25-60-35	60 Month Insp. (N17XR)
Kannad 406AF ELT	APR 26/2010	12 Month Insp. (N17XR)
H3R Aviation C352CS Fire Extinguisher	NFPA 10 Chp.4 as revised.	30 Day Visual Insp, 6 Yr. Maintenance, 12 Yr. Hydrostatic Test (N17XR)
Winslow Life Raft 57FASA-692-1-305	Winslow 25-60-50	Raft 3 Yr. Overhaul, ELT 2 Yr. Insp, Cylinder 5 Yr. Hydrostatic Test. (N17XR)
Medaire First Aid Kit 502756/502923	Medaire 5-12-06	12 Month Insp. (N17XR)
Zodiac AC2000 Life Vest	Zodiac 25-60	60 Month Insp. (N17XR)
Amerex C354TS Fire Extinguisher.	NFPA 10 Chp.4 as revised.	30 Day Visual Inspection /6 Year Maintenance/12 Year Hydrostatic Test. (N916EC)
Artex ELT C406-N	Artex Technical Manual 453-5060 and Gulfstream Maintenance Manual G150-1001-3 as revised.	12 Month Insp. (N916EC)
Medaire First Aid Kit 502950	Gulfstream Maintenance Manual G150-1001-2 as revised	12 Month Insp. (N916EC)
Eastern Aero Marine Life Vests P01074-205W	Gulfstream Maintenance Manual G150-1001-2 as revised	60 Month Insp. (N916EC)
Winslow Life Rafts 812FASA-6K2-1-102	Gulfstream Maintenance Manual G150-1001-2 as revised	Raft 3 Yr. Overhaul, ELT 2 Yr. Insp, Cylinder 5 Yr. Hydrostatic Test. (N916EC)
Artex ELT C406-2	Artex Service Notice 001 101-590010-373 as revised.	12 Month Insp. (N291E)
Zodiac First Aid Kit P/N 70002-00	Beechcraft B300 AAMM 130-590031-11 as revised	200 Hours Insp. (N291E)
Amarex C352 Fire Extinguisher	NFPA 10, Chp. 4 as revised	30 Day Visual Inspection /6 Year Maintenance/12 Year

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Emergency Equipment Items	Maintenance Document	Limitations and Provisions
		Hydrostatic Test (N291E)
Eastern Aero Marine Life Vests XF-35	Beechcraft B300 AAMM 130-590031-11 as revised	200 Hours Insp. (N291E)
Winslow 1218FASA-630-1-100	Beechcraft B300 AAMM 130-590031-11 as revised	200 Hours Insp. (N291E)



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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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**E096 . Aircraft Weighing**

**HQ Control: 11/21/2016**

**HQ Revision: 02a**

a. The following procedures have been established to maintain control of weight and balance of the certificate holder's 14 CFR Part 135 aircraft under the terms of these operations specifications. All aircraft make/model/series (M/M/S) identified have been weighed in accordance with the procedures for establishing empty weight and balance.

b. 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 below.

**Table 1 – Individual Aircraft Weights**

<b>Aircraft M/M/S</b>	<b>Weighing Interval</b>	<b>Weight and Balance Control Program</b>
BE-58-58	36 Calendar Months	Beech Maintenance Manual 55-590000-13G as revised.
CE-750-750	36 Calendar Months	Cessna Maintenance Manual 75MM as revised.
GA-150-150	36 Calendar Months	Gulfstream Maintenance Manual G150-1001-3 as revised.
BE-300-B300	36 Calendar Months	Beech B300 Maintenance Manual 130-590031-11 as revised.

c. The certificate holder is authorized under 14 CFR Part 135, § 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 below.

**Table 2 – Fleet Aircraft Weights**

<b>Aircraft M/M/S</b>	<b>Weighing Sampling Interval</b>	<b>Weight and Balance Control Program</b>
	N/A	N/A

Note: Document references by volume, chapter, etc.

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

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

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