

Table of Contents

Part A

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
001 Issuance and Applicability	05/09/2003	02/14/2008	7
002 Definitions and Abbreviations	04/04/2011	06/17/2011	6
003 Aircraft Authorization	03/10/2011	03/14/2011	19
004 Summary of Special Authorizations and Limitations	08/03/2001	08/31/2012	24
006 Management Personnel	10/19/2009	02/16/2012	10
007 Other Designated Persons	12/19/2006	02/16/2012	9
008 Operational Control	10/19/2009	11/13/2009	2
009 Airport Aeronautical Data	12/05/1997	12/01/2005	0
010 Aeronautical Weather Data	06/18/2003	10/23/2008	5
014 Special En Route IFR Operations in Class G Airspace	08/09/2002	12/01/2005	1
015 Autopilot in Lieu of Required Second-in-Command	04/30/1998	03/08/2007	5
024 Air Ambulance Operations-Airplane	09/03/1999	12/01/2005	0
025 Electronic Recordkeeping System	02/22/2007	11/12/2008	0
031 Contract Training	12/01/2010	08/25/2011	14
041 Authorization for 14 CFR Part 135 Airplane Operators to Conduct a Pretakeoff Contamination Check	02/10/1998	12/01/2005	0
055 Carriage of Hazardous Materials (HazMat)	05/27/2009	04/27/2012	0
096 Actual Weight Program For All Aircraft	05/27/2005	06/12/2009	6
447 Emergency Airworthiness Directives (EAD) Notification Requirements	07/30/2003	12/01/2005	2
449 Antidrug and Alcohol Misuse Prevention Program	07/17/2009	03/14/2011	1

Table of Contents

Part B

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
031 Areas of En Route Operation	02/09/2001	12/01/2005	1
032 En Route Limitations and Provisions	03/24/2009	05/05/2009	1
034 IFR Class I En Route Navigation Using Area Navigation Systems	12/04/2010	01/14/2011	16
035 Class I Navigation in the U.S. Class A Airspace Using Area or Long-Range Navigation Systems	06/01/2011	06/17/2011	15
046 Operations in Reduced Vertical Separation Minimum (RVSM) Airspace	11/08/2004	12/01/2005	0
050 Authorized Areas of En Route Operations, Limitations, and Provisions	09/12/1997	07/15/2009	7
054 Class II Navigation Using Single Long-Range Navigation System (S-LRNS)	12/17/2002	01/14/2011	14
450 Sensitive International Areas	10/29/2009	11/13/2009	0

Table of Contents

Part C

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
051 Terminal Instrument Procedures	08/02/1999	12/01/2005	0
052 Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima – All Airports	01/07/2011	03/14/2011	7
054 Special Limitations and Provisions for Instrument Approach Procedures and IFR Landing Minimums	03/09/2004	12/01/2005	1
055 Alternate Airport IFR Weather Minimums	02/04/2011	03/14/2011	4
057 IFR Takeoff Minimums, 14 CFR Part 135 Airplane Operations - All Airports	01/13/2000	12/01/2005	1
063 IFR RNAV 1 Departure Procedures (DP) and Standard Terminal Arrivals (STAR)	05/31/2007	12/01/2010	11
064 Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower-- Nonscheduled Passenger and All-Cargo Operations	12/17/2003	12/01/2005	2
073 IFR Approach Procedures Using Vertical Navigation (VNAV)	08/12/2003	01/14/2011	0
075 Category I IFR Landing Minimums - Circle-to-Land Approach Maneuver	04/27/2001	06/12/2009	7
076 Category I IFR Landing Minimums - Contact Approaches	08/02/1999	12/01/2005	0
077 Terminal Visual Flight Rules, Limitations, and Provisions	09/01/2010	03/14/2011	4
079 IFR Lower than Standard Takeoff Minima, 14 CFR Part 135 Airplane Operations - U.S. Civil Airports	04/25/2008	07/25/2008	8

Table of Contents

Part D

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
073 Approved Aircraft Inspection Program (AAIP)	02/20/1998	06/12/2009	18
085 Aircraft Listing	02/06/1998	06/12/2009	18
092 Maintenance Program Authorization for Airplanes Used for Operations in Designated Reduced Vertical Separation Minimum (RVSM) Airspace	08/15/1997	06/12/2009	5
095 Minimum Equipment List (MEL) Authorization	08/15/1997	12/01/2005	9
101 Additional Maintenance Requirements - Aircraft Engine, Propeller, and Propeller Control (Governor)	01/25/2010	04/29/2010	13
104 Additional Maintenance Requirements - Emergency Equipment	05/10/2004	06/12/2009	12
485 Aging Airplane Inspection and Records Review	07/09/2008	06/12/2009	3

Table of Contents

Part E

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
096 Weight and Balance Control Procedures	07/28/2005	06/12/2009	18

**A001. Issuance and Applicability**

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

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

Primary Business Address:  
6005 Propeller Lane  
Sellersburg, IN 47172

The holder of these operations specifications is the holder of Certificate Number YHPA606T and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

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

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

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

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: changed dba from ProJets International to ProJets Inc
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 8/5/2008 9:02:28 AM

Tatro, Steven E

Principal Operations Inspector

4. Date Approval is effective: 02/14/2008 Amendment Number: 7
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 2/14/2008 12:49:41

Jones, Carl Michael

Director of Maintenance

Date: 02/14/2008

**A002 . Definitions and Abbreviations**

**HQ Control: 04/04/2011**

**HQ Revision: 11a**

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

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

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

Imported Airplane-  
Noise Compliance

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

JAA JAR-OPS-1

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

LDA/PRM (SOIA)

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

Lease

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

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

Life Vest, Non-Quick-Donning

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

Life Vest, Quick-Donning

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

Local Flying Area

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

Major Contract Training

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

Medical Crewmember

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

Minimum Descent Altitude (Height)

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

Operational Service Volume

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

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

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

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

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

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

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

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

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

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

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

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

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

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

---

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

4. Date Approval is effective: 06/17/2011                      Amendment Number: 6
5. I hereby accept and receive the Operations Specifications in this paragraph.

Date: 06/17/2011

---

**A003 . Airplane 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-200-200	119.21(a)(5) - ON DEMAND	PAX and Cargo	MEL	IFR/VFR	Day/Night
BE-300-300	119.21(a)(5) - ON DEMAND	PAX and Cargo	MEL	IFR/VFR	Day/Night
LR-35-A	119.21(a)(5) - ON DEMAND	PAX and Cargo	MEL	IFR/VFR	Day/Night



---

U.S. Department  
of Transportation  
Federal Aviation  
Administration

Operations Specifications

---

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

4. Date Approval is effective: 03/14/2011                      Amendment Number: 19
5. I hereby accept and receive the Operations Specifications in this paragraph.

Jones, Carl Michael, President

Date: 03/14/2011

---

**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 special en route IFR operations in Class G airspace.	A014
Use an autopilot in lieu of a second-in-command.	A015
Conduct airplane air ambulance operations under 14 CFR Part 135.	A024
Use an approved electronic recordkeeping system.	A025
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
Accept, handle, and carry materials regulated as Hazardous Materials (HazMat).	A055
Use only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft	A096
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 operations in reduced vertical separation minimum (RVSM) airspace.	B046
Conduct Class II navigation using single long-range navigation system (S-LRNS).	B054
Operate into/out of or overfly sensitive international area(s) as identified in B450 in accordance with the authorizations, conditions, and limitations of B050.	B450
Conduct terminal instrument operations using specific procedures and landing minima for airplanes.	C051
Conduct operations using basic instrument approach procedures for airplanes.	C052
Conduct IFR approach procedures using special IFR landing minimums for airplanes.	C054
Derive alternate airport weather minimums from the standard table for airplanes.	C055
Use IFR takeoff minimums, 14 CFR Part 135 airplane operations - all airports.	C057
Conduct IFR area navigation (RNAV 1) and/or RNP 1 instrument departure procedures (DPs): RNAV 1 and/or RNP 1 Standard Terminal Arrivals Routes (STARs) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA).	C063
Conduct nonscheduled passenger and/or all-cargo, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower.	C064
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 airplane contact approaches using IFR Category I landing minimums.	C076
Conduct certain Part 135 turbojet operations in the terminal area using visual flight rules.	C077
Conduct 14 CFR Part 135 IFR airplane operations using lower than standard takeoff minima.	C079
Use an approved aircraft inspection program (AAIP).	D073
Use an approved maintenance program for listed airplanes used in operations in designated RVSM airspace.	D092
Use an approved Minimum Equipment List (MEL).	D095
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for aircraft engine, propeller, and propeller control (governor).	D101
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for emergency equipment.	D104
Use weight and balance control procedures.	E096

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

	Reference Paragraphs
Conduct operations under certain exemptions and/or deviations.	A005
Use an approved carry-on baggage program.	A011
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 emergency medical services/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 Land and Hold Short Operations (LAHSO) at designated airports and specified runway configurations as identified by Air Traffic Services in Notice 7110.118, Appendix 1.	A027
Conduct aircraft wet lease arrangements.	A028
Use an aircraft interchange agreement under 14 CFR Section 119.49.	A029
Adopt flight crewmember flight time limitations rules to establish flight attendant duty & flight time limitations & rest restrictions.	A032
Conduct certain CFR Part 135 operations in accordance with flight and rest time limitations under 14 CFR Sections 135.261 through 135.273.	A033

Conduct operations using an approved Advanced Qualification Program in accordance with 14 CFR Part 121, Subpart Y, subsection 121.901 - 121.925.	A034
Conduct commuter and on-demand operations as a basic Part 135 operator IAW the deviation provisions of Section 135.21(a), and 135.341(a).	A037
Conduct on-demand operations as a basic 14 CFR Part 135 operator IAW the deviation provisions of Sections 135.21(a), 119.69(b), and 135.341(a)	A038
Conduct single pilot-in-command operations as a Part 135 operator IAW the deviation provisions of Section 135.21(a), 119.69(b), and 135.341(a).	A039
Conduct operations as a single pilot operator.	A040
Conduct Part 135 aircraft operations without a deicing/anti-icing procedure.	A042
Conduct Single Engine IFR (SEIFR) Passenger-Carrying Operations Under CFR Part 135.	A046
Conduct helicopter night vision goggle operations.	A050
Conduct en route data link communications.	A056
Conduct "eligible on-demand operations" as defined in and in accordance with 14 CFR Section 135.4.	A057
Use an electronic flight bag.	A061
Use any combination of actual, standard average (or segmented), or survey-derived average weights in its small cabin aircraft passenger and baggage weight program.	A097
Use any combination of actual, standard average (or segmented), or survey-derived average weights for its medium cabin aircraft.	A098
Use any combination of actual, standard average (or segmented), or survey-derived average weights for its large cabin aircraft.	A099
Conduct low altitude aerial delivery of cargo in support of special military operations in Afghanistan.	A303
Conduct flight operations within the territory and airspace of Iraq in accordance with a grant of exemption from SFAR 77.	A320
Allow persons eligible under 14 CFR Section 121.547(a)(3) access to the flightdeck using the CASS program and/or the FDAR program IAW the limitations and provisions of A348.	A348
Conduct Automatic Dependent Surveillance-Broadcast Out (ADS-B Out) operations outside of U.S.-designated Airspace.	A353
Use an Operator-Approved Minimum Equipment List program (OMEL).	A395
Suspend its liability insurance due to seasonal operations.	A501
Use the air carrier merger and/or acquisition plan.	A502
Conduct operations into the Democratic Peoples Republic of Korea (DPRK).	A519
Conduct flight operations within the territory of Iraq in accordance with the permitted operations requirements of SFAR-77.	A520
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
Issue an International Civil Aviation Organization (ICAO) air operator certificate (AOC) through the Operations Safety System (OPSS).	A999
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 Class II navigation using long-range navigation systems.	B036
Conduct operations in Central East Pacific (CEP) airspace.	B037
Conduct operations in North Pacific (NOPAC) airspace.	B038
Conduct operations in North Atlantic minimum navigation performance specifications (NAT/MNPS) airspace.	B039
Conduct operations in areas of magnetic unreliability.	B040
Conduct extended overwater operations using a single long-range communication system (S-LRCS).	B045
Conduct Class II navigation with a flight navigator.	B047
Conduct air tour operations below an altitude of 1,500 feet AGL in the State of Hawaii.	B048
Conduct operations in the Grand Canyon National Park Special Flight Rules Area (GCNP-SFRA).	B049
Conduct commercial air tour operations over certain national park(s) and tribal lands within or abutting those national park(s).	B057
Conduct operations in Canadian Minimum Navigation Performance Airspace (MNPS).	B059
Conduct extended operations (ETOPS) with two-engine airplanes.	B342
Conduct extended operations (ETOPS) in passenger-carrying airplanes with more than two-engines.	B344
Conduct operations using FAA certified Enhanced Flight Vision Systems (EFVS).	C048
Use a destination airport analysis program.	C049
Conduct foreign terminal instrument procedures with special restrictions for airplanes.	C058
Conduct airplane Category II instrument approach and landing operations.	C059
Conduct airplane Category III instrument approach and landing operations.	C060
Use flight control guidance systems for airplane automatic landing operations other than Categories II and III.	C061
Use manually flown flight control guidance systems certified for airplane landing operations.	C062
Use powerplant reversing systems for rearward taxi in specific airplane operations.	C065
Operate airplanes with special airport authorizations, provisions, and limitations.	C067
Conduct noise abatement departure profile operations with its subsonic turbojet-powered airplanes over 75,000 pounds gross takeoff weight.	C068

Conduct scheduled operations at authorized airports.	C070
Engage the autopilot after takeoff and initial climb at an altitude lower than specified for en route operations by Title 14 CFR Section 135.93 (a).	C071
Conduct engine-out departure procedures with approved 10-minute takeoff thrust time limits.	C072
Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower.	C080
Conduct IFR operations using special non CFR Part 97 instrument approach or departure procedures.	C081
Conduct RNAV operations substituting for 14 CFR Part 97 instrument approaches.	C300
Conduct "RNP-like" foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima.	C358
Use landing performance assessment procedures that increase landing distances by at least an additional 15% at time of arrival for its turbojet airplane operations.	C382
Conduct RNP SAAAR approaches in accordance with 14 CFR Part 97 and operations specification C384.	C384
Conduct continuous airworthiness maintenance programs.	D072
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

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

1. 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.

---



**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>
Chief Pilot	Harbeck, Matthew	Chief Pilot
Director of Operations	Harley, Martin	Director of Operations
Director of Maintenance	Jones, Carl Michael	President

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

4. Date Approval is effective: 02/16/2012                      Amendment Number: 10
5. I hereby accept and receive the Operations Specifications in this paragraph.

Date: 02/16/2012

---

**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:

Harley, Martin  
6005 Propeller Lane  
Sellersburg, Indiana 47172  
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 Operations	Harley, Martin	A,B,C,D,E
President	Jones, Carl Michael	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
Martin Harley	harley@asicharter.com	812 246-4696	Both OPS/AW

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

4. Date Approval is effective: 02/16/2012                      Amendment Number: 9
5. I hereby accept and receive the Operations Specifications in this paragraph.

Jones, Carl Michael, President

Date: 02/16/2012

---

**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.

ASI Charter General Operations Manual as amended.

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: New Template
3. These Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective: 11/13/2009

Amendment Number: 2

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

Taylor, Eric H., Senior Vice President

Date: 11/13/2009

---

**A009. Airport Aeronautical Data**

**HQ Control 12/05/97**  
**HQ Revision 01b**

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

(1) Prior to each flight the Pilot in Command will familiarize himself with all information concerning that flight. This will include but will not be limited to the following:

Weather Reports, Forecast, Fuel Requirements, Alternatives available if the flight cannot be completed as planned, and any known traffic delays of which he has been advised by ATC.

Runway lengths at the airports of intended use and the Takeoff and Landing Distance for the aircraft under existing conditions.

The Cockpit Checklist, and Emergency Checklist, if required.

Pertinent aeronautical charts, and for IFR operations the appropriate navigational, enroute, terminal area, letdown, and approach charts.

The Aeronautical Information Manual, Airport Facility Directory, NOTAMS, or equivalent.

For multi-engine aircraft, one engine inoperative climb performance data suitable for determining compliance with the applicable rules under which flight is conducted.

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

**DIGITALLY FAA SIGNED 12/1/2005 1:23:46 PM**

Zwicke, Troy A  
Principal Operations Inspector

4. Date Approval is effective: 12/01/2005 Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED 12/1/2005 1:23:08 PM**

Peace, Timothy L.  
Director of Operations

Date: 12/01/2005

**A010. Aeronautical Weather Data**

**HQ Control**      **06/18/03**  
**HQ Revision**      **02a**

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

**Table 1**

<b>Original Date of EWINS Manual</b>	<b>Last Revision of EWINS Manual</b>
N/A	N/A

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

**Table 2**

<b>Qualified Internet Communications Providers</b>
FLTPLAN.COM
WSI
DTC DUAT
CSC DUATS

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

**DIGITALLY FAA SIGNED 10/23/2008 9:08:32 AM**

Bloch, Georg

Principal Operations Inspector

GL11

4. Date Approval is effective: 10/23/2008      Amendment Number: 5
5. I hereby accept and receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED 11/7/2008 2:01:34 PM**

Jones, Carl Michael

Director of Maintenance

Date: 11/07/2008

**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.

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

**DIGITALLY FAA SIGNED 12/1/2005 1:02:54 PM**

Zwicke, Troy A  
Principal Operations Inspector

4. Date Approval is effective: 12/01/2005 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED 12/1/2005 1:00:48 PM**

Peace, Timothy L.  
Director of Operations

Date: 12/01/2005

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

**HQ Control: 04/30/98**  
**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-200	Sperry SPZ-200A	Per 135.93
BE-300-300	Bendix/King KFC-400	Per 135.93

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

**DIGITALLY FAA SIGNED 3/8/2007 2:55:10 PM**

Tatro, Steven E  
Principal Operations Inspector

4. Date Approval is effective: 03/08/2007 Amendment Number: 5
5. I hereby accept and receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED 3/3/2007 6:25:39 PM**

Jones, Carl Michael  
Director of Maintenance

Date: 03/03/2007

**A024. Air Ambulance Operations-Airplane**

**HQ Control: 9/3/99**  
**HQ Revision: 01c**

The certificate holder is authorized to conduct airplane air ambulance operations in accordance with Title 14 CFR Part 135.

- a. The flightcrew must satisfactorily complete the certificate holder's approved training program prior to commencement of air ambulance flights.

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

**DIGITALLY FAA SIGNED 12/1/2005 1:03:33 PM**

Zwicke, Troy A  
Principal Operations Inspector

4. Date Approval is effective: 12/01/2005 Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED 12/1/2005 1:01:08 PM**

Peace, Timothy L.  
Director of Operations

Date: 12/01/2005

**A025. Electronic Recordkeeping System**

**HQ Control**      **02/22/07**  
**HQ Revision**      **020**

The certificate holder is authorized to use an approved electronic recordkeeping system, described and/or referenced in this paragraph.

The Operations Specifications utilize FAA electronic record retention and signature authority.

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

**DIGITALLY FAA SIGNED 11/12/2008 6:44:26 AM**

Bloch, Georg  
Principal Operations Inspector

4. Date Approval is effective: 11/12/2008      Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED 11/10/2008 1:00:24**

Jones, Carl Michael  
Director of Maintenance

Date: 11/10/2008

**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**

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
CAE SimuFlite Dallas Center	2929 West Airfield Drive DFW Airport	Dallas	Texas	75261	ST7X359K	PIC/SIC Initial, Initial Equipment, Transition, Recurrent, and Requalification; PIC Upgrade IAW 14 CFR 135.341, .345, .347, .351. Instructor Training IAW 14 CFR 135.339, .340. Aircraft Specific Emergency Procedures IAW	LR-35-A	Jan 2010

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
						14 CFR 135.331. Pilot Testing and Checking IAW 14 CFR 135.293 (a)(2, 3), .297.		
CAE SimuFlite Dallas Center	2929 West Airfield Drive DFW Airport	Dallas	Texas	75261	ST7X359K	PIC/SIC Initial, Initial Equipment, Transition, Recurrent, and Requalification; PIC Upgrade IAW 14 CFR 135.341, .345, .347, .351. Instructor Training IAW 14 CFR 135.339, .340. Aircraft Specific Emergency Procedures IAW 14 CFR 135.331. Pilot Testing and Checking IAW 14 CFR 135.293 (a)(2, 3), .297.	BE-200-200	Jan 2010
CAE SimuFlite Dallas Center	2929 West Airfield Drive DFW Airport	Dallas	Texas	75261	ST7X359K	PIC/SIC Initial, Initial Equipment, Transition, Recurrent, and Requalification; PIC Upgrade IAW 14 CFR 135.341, .345, .347, .351. Instructor Training IAW 14 CFR 135.339, .340. Aircraft Specific Emergency Procedures IAW 14 CFR 135.331. Pilot Testing and Checking IAW 14 CFR 135.293 (a)(2, 3), .297.	BE-300-300	Jan 2010

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: 08/25/2011                      Amendment Number: 14
5. I hereby accept and receive the Operations Specifications in this paragraph.

Harley, Martin, Director of Operations

Date: 08/25/2011

---

**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.

Prior to commencing flight under FAR 135 during conditions which favor the formation of ground icing, the Pilot in Command will:

Before engine start, ascertain through visual and tactile inspection during the preflight inspection process that all wing, tail, and control surfaces are free of ice, frost, slush, and snow contamination. If such is detected, the Pilot in Command will take measures to remove the contamination as is appropriate. Such measures will include but are not limited to: Surface brushing, application of deice fluids, deicing within a heated hangar or structure.

Within 5 minutes prior to takeoff and prior to accessing the active runway for departure, the Pilot in Command will visually inspect the wing leading edge surfaces, tail surfaces, gear structure, and other visible control surfaces from a vantage point within the cockpit. If any accumulation of ice, frost or snow is detected, or suspected, the Pilot in Command will reposition the aircraft to the run-up area, shut down the engine(s), and take measures to remove the contamination. If such measures are unsuccessful, the Pilot in Command will reposition the aircraft to a ramp area and undertake deicing procedures as described above. In the event further deicing procedures are unsuccessful, the flight will be terminated.

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

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

**DIGITALLY FAA SIGNED 12/1/2005 1:04:25 PM**

Zwicke, Troy A  
Principal Operations Inspector

4. Date Approval is effective: 12/01/2005 Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED 12/1/2005 1:01:34 PM**

Peace, Timothy L.  
Director of Operations

Date: 12/01/2005

**A055 . Carriage of Hazardous Materials (HazMat)**

**HQ Control: 05/27/2009**

**HQ Revision: 01a**

- a. The certificate holder is authorized by the Federal Aviation Administration to accept, handle, and carry materials regulated as Hazardous Materials (HazMat) including hazardous COMAT (company hazmat material), in accordance with 49 CFR parts 171 through 180 and 14 CFR part 121, subpart Z and Appendix O or part 135 subpart K, as applicable.
- b. The certificate holder that conducts operations outside of the United States certifies that it complies with the HazMat training standards established by the International Civil Aviation Organization (ICAO) and International Air Transport Association (IATA) for the safe transport of dangerous goods by air.
- c. The certificate holder must notify its repair stations regulated by 49 CFR parts 171 through 180 of its Will Carry status.
- d. The certificate holder that is issued HazMat exemptions or permits should list those in Table 1 below (*if there are no additional exemptions or permits, enter N/A in the cells*):

**Table 1 – HazMat Exemptions or Permits Issued by Other Agencies**

<b>Exemption/Permit Number</b>	<b>Date of Expiration</b>	<b>Agency Issuing, Remarks and/or References</b>
N/A	N/A	N/A

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: 04/27/2012                      Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

Date: 04/27/2012

---

**A096. Actual Weight Program For All Aircraft**

**HQ Control: 05/27/05**  
**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-200	Graphs/Tables in AFM	Per BE-200 AFM	Per BE-200 AFM

---

<b>Aircraft M/M/S</b>	<b>Type Loading Schedule</b>	<b>Loading Schedule Instructions</b>	<b>Weight and Balance Control Procedure</b>
BE-300-300	Graphs/Tables in AFM	Per BE-300 AFM	Per BE-300 AFM
LR-35-A	Graphs/Tables in AFM	Per LR-35 AFM	Per LR-35 AFM

- 
1. Issued by the Federal Aviation Administration.
  2. Support information reference: Removed CE-550.
  3. These Operations Specifications are approved by direction of the Administrator.

Bloch, Georg

Principal Operations Inspector

GL11

4. Date Approval is effective: 6/12/09 Amendment Number: 6
5. I hereby accept and receive the Operations Specifications in this paragraph.

Jones, Carl Michael

Director of Maintenance

Date: 6/12/09

---



**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:

<b>Person/Organization Name</b>	<b>Phone Number (24-hour when possible)</b>	<b>Mailing Address</b>	<b>E-Mail</b>
C. Michael Jones	(812) 246-4696	6005 Propeller Lane Sellersburg, IN 47172	jones@asicharter.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. The Certificate Holder applies for the Operations in this paragraph.
  2. Support information reference:
  3. These Operations Specifications are approved by direction of the Administrator.

**DIGITALLY FAA SIGNED 12/1/2005 1:05:00 PM**

Zwicke, Troy A  
Principal Operations Inspector

4. Date Approval is effective: 12/01/2005 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED 12/1/2005 1:01:59 PM**

Peace, Timothy L.  
Director of Operations

Date: 12/01/2005

**A449 . Antidrug and Alcohol Misuse Prevention Program**

**HQ Control: 07/17/2009**

**HQ Revision: 00a**

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

**Table 1**

	<b>Location of Antidrug and Alcohol Misuse Prevention Program Records:</b>	<b>Telephone Number:</b>
<b>Address:</b>	6005 Propeller Lane	812 246-4696
<b>Address:</b>		
<b>City:</b>	Sellersburg	
<b>State:</b>	IN	
<b>Zip Code:</b>	47172	

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.

- 
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: 03/14/2011                      Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

Jones, Carl Michael, President

Date: 03/14/2011

---

**B031. Areas of En Route Operation**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DIGITALLY FAA SIGNED 12/1/2005 1:05:28 PM

Zwicke, Troy A  
Principal Operations Inspector

4. Date Approval is effective: 12/01/2005 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 12/1/2005 1:02:45 PM

Peace, Timothy L.  
Director of Operations

Date: 12/01/2005

**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.

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

**DIGITALLY FAA SIGNED 5/5/2009 6:18:02 AM**

Bloch, Georg

Principal Operations Inspector

GL11

4. Date Approval is effective: 05/05/2009 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

Date:

---

**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		
LR-35-A	Universal	UNS-1C	B-RNAV/RNAV 5 (+/-5NM)	N/A
BE-200-200	Universal	UNS-1L	B-RNAV/RNAV 5 (+/-5NM)	N/A
BE-300-300	Global Wulfburg	GNS-XLS	B-RNAV/RNAV 5 (+/-5NM)	N/A

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

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

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

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

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

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

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

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

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

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

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

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

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



1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: updated nav equipment in Lear 35s
3. These Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective: 01/14/2011                      Amendment Number: 16
5. I hereby accept and receive the Operations Specifications in this paragraph.

Date: 01/14/2011

---

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

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

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

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

<b>Airplane Type Make/Model/Series</b>	<b>Navigation Equipment (Manufacturer/Model)</b>	<b>Domestic RNAV Route</b>	<b>Limitations and Conditions</b>
LR-35-A	Universal UNS-1C	Q	N/A
BE-200-200	Universal UNS-1L	Q	N/A
BE-300-300	Global Wulfsburg GNS-XLS	Q	N/A

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

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

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

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

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

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

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

(6) If the Part 135 certificate holder has no operations manual, the approved procedures for the

domestic RNAV Q-route authorization are as follows (*if procedures are contained in an operations manual or in OpSpec A008, enter the manual reference or OpSpec A008*):

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

4. Date Approval is effective: 06/17/2011

Amendment Number: 15

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

Date: 06/17/2011

---

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

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

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

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

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

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

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

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

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

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

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

(3) One altitude alert system

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

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

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

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

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

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

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

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

DIGITALLY FAA SIGNED 12/1/2005 1:07:15 PM

Zwicke, Troy A  
Principal Operations Inspector

4. Date Approval is effective: 12/01/2005 Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 12/1/2005 1:04:02 PM

Peace, Timothy L.  
Director of Operations

Date: 12/01/2005

**B050. Authorized Areas of En Route Operations, Limitations,  
and Provisions**

**HQ Control: 09/12/97**  
**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>
Atlantic - The North Atlantic Ocean west of the western boundary of NAT/MNPS airspace and west of a line fro 27 degrees N/60 degrees W to 10 degrees N/55 degrees W	B031, B032, B034, B046, B054	1
Canada - excluding Canadian MNPS airspace and the Area of Magnetic Unreliability as established in the Canadian AIP	B031, B032, B034, B046	1
Canada - excluding Canadian MNPS airspace and the Area of Magnetic Unreliability as established in the Canadian AIP	B031, B032, B034	3
Caribbean - Islands and Countries of the Caribbean Sea in the Eastern Carribbean (Lesser Antilles) area	B031, B032, B034, B046	1, 2
Caribbean - Islands and Countries of the Caribbean Sea in the Greater Antilles area	B031, B032, B034, B046	1, 2
Caribbean - Islands and Countries of the Caribbean Sea in the Northern Caribbean area	B031, B032, B034, B046	1, 2
Caribbean - Islands and Countries of the Caribbean Sea in the Southern Caribbean area	B031, B032, B034, B046	1, 2
Central America	B031, B032, B034, B046	1
Mexico, including the Gulf of Mexico	B031, B032, B034, B046	1, 2
South America	B031, B032, B034, B046	1, 2
USA - The 48 contiguous United States and the District of Columbia	B031, B032, B034, B035, B046	1
USA - The 48 contiguous United States and the District of Columbia	B031, B032, B034	3
USA - The State of Alaska	B031, B032, B034, B035, B046	1

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.

<b>Note Reference #</b>	<b>Limitations, Provisions, and Special Requirements</b>
1	LR-35
2	Class II Navigation beyond B032 allowances not authorized.
3	BE-200, BE-300

- 
1. Issued by the Federal Aviation Administration.
  2. Support information reference: Removed CE-550.
  3. These Operations Specifications are approved by direction of the Administrator.

Bloch, Georg

Principal Operations Inspector

GL11

4. Date Approval is effective: 7/15/09 Amendment Number: 7
5. I hereby accept and receive the Operations Specifications in this paragraph.

Jones, Carl Michael

Director of Maintenance

Date: 7/15/09

---

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

**HQ Control: 12/17/2002**

**HQ Revision: 01a**

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

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

Aircraft M/M/S	Single Long-Range Navigation System	
	Manufacturer	Model
LR-35-A	Universal	UNS-1C
BE-200-200	Universal	UNS-1L
BE-300-300	Global Wulfburg	GNS-XLS

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

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

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

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

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

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

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



- (a) At least one independent inertial navigation system (INS).
- (b) At least one flight management system/navigation sensor combination (or equivalent).
- (c) At least one independent GPS navigation system approved for Class II navigation in oceanic and remote areas.

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

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

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

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

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: change in nav equipment in Lear 35s
3. These Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective: 01/12/2011                      Amendment Number: 14
5. I hereby accept and receive the Operations Specifications in this paragraph.

Date: 01/12/2011

---

**B450 . Sensitive International Areas**

**HQ Control: 10/29/2009**

**HQ Revision: 010**

a. Sensitive International Areas. The FAA identified a need to communicate vital and time-sensitive safety information regarding overflights and/or flights into certain sensitive international areas. Review the list of countries identified at the following Web address: [www.faa.gov/air\\_traffic/publications/ifim/us\\_restrictions/](http://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
N/A				

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 in flight 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
Martin W. Harley	Chief Pilot	812 246-4696	harley@asicharter.com

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

4. Date Approval is effective: 11/13/2009

Amendment Number: 0

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

Taylor, Eric H., Senior Vice President

Date: 11/13/2009

---

**C051. Terminal Instrument Procedures**

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

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

**Table 1**

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

**Table 2**

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

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

**Table 3**

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

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

DIGITALLY FAA SIGNED 12/1/2005 1:07:55 PM

Zwicke, Troy A

Principal Operations Inspector

4. Date Approval is effective: 12/01/2005 Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 12/1/2005 1:05:09 PM

Peace, Timothy L.

Director of Operations

Date: 12/01/2005

---

---

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

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

**Table 1 – Authorized Instrument Approach Procedures**

<b>Nonprecision Approach Procedures Without Vertical Guidance</b>	<b>Approaches With Vertical Guidance (APV)</b>	<b>Precision Approach Procedures (ILS, MLS &amp; GLS)</b>
GPS	LDA PRM	ILS
LDA	LDA PRM DME	ILS/DME
LDA/DME	LDA with glideslope	ILS/PRM
LOC	LOC BC with glideslope	
LOC BC	RNAV (GPS)	
LOC/BC/DME		
LOC/DME		
RNAV (GPS)		
VOR		
VOR/DME		

b. Conditions and Limitations.

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

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

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

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

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

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

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

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



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

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

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

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

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

c. Reduced Precision CAT I Landing Minima.

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

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

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

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

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

d. Limitations and Provisions for IAPs at Foreign Airports.

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

(a) The procedure has been constructed using criteria based on FAA Order 8260.3, or other

special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by the ICAO Doc 8168, Procedures for Air Navigation Services, and,

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

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

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

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

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

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

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

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

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

(6) Approaches to runways with published minima as low as 1800 RVR (550m) without installed RCL and/or TDZ lighting or with inoperative RCL and/or TDZ lighting are authorized as long as the

requirements of subparagraph c (1)(a-c) of this operations specification are met.

---

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

4. Date Approval is effective: 03/14/2011                      Amendment Number: 7
5. I hereby accept and receive the Operations Specifications in this paragraph.

Jones, Carl Michael, President

Date: 03/14/2011

---

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

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

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

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

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

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

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

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

**DIGITALLY FAA SIGNED 12/1/2005 1:08:33 PM**

Zwicke, Troy A  
Principal Operations Inspector

4. Date Approval is effective: 12/01/2005
5. I hereby accept and receive the Operations Specifications in this paragraph.

Amendment Number: 1

**DIGITALLY INDUSTRY SIGNED 12/1/2005 1:05:49 PM**

Peace, Timothy L.  
Director of Operations

Date: 12/01/2005

**C055 . Alternate Airport IFR Weather Minimums**

**HQ Control: 02/04/2011**

**HQ Revision: 03b**

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

b. Special limitations and provisions:

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

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

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

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

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

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

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

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

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

4. Date Approval is effective: 03/14/2011                      Amendment Number: 4
5. I hereby accept and receive the Operations Specifications in this paragraph.

Jones, Carl Michael, President

Date: 03/14/2011

---

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

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

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

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

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

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

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

**DIGITALLY FAA SIGNED 12/1/2005 1:08:57 PM**

Zwicke, Troy A  
Principal Operations Inspector

4. Date Approval is effective: 12/01/2005 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED 12/1/2005 1:06:12 PM**

Peace, Timothy L.  
Director of Operations

Date: 12/01/2005

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

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

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

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

Airplane M/M/S	Compliant RNAV Systems Eligible for RNAV 1 DPs and STARs			Limitations and Provisions
	Manufacturer	Model/HW Part #	Software Part/Version/Revision Number	
BE-200-200	Beech	Universal UNS- 1L	801	None
LR-35-A	Learjet	Universal UNS- 1C	603.4	None

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

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

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



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: 12/01/2010                      Amendment Number: 11
5. I hereby accept and receive the Operations Specifications in this paragraph.

Jones, Carl Michael, President

Date: 12/01/2010

---

---

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

---

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

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

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

DIGITALLY FAA SIGNED 12/1/2005 1:09:21 PM

Zwicke, Troy A  
Principal Operations Inspector

4. Date Approval is effective: 12/01/2005 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 12/1/2005 1:06:39 PM

Peace, Timothy L.  
Director of Operations

Date: 12/01/2005

---

**C073 . IFR Approach Procedures Using Vertical Navigation (VNAV)**

**HQ Control: 08/12/2003**

**HQ Revision: 020**

The certificate holder is authorized to conduct the instrument approach procedures other than ILS, MLS, or GPS landing system (GLS) utilizing a visibility and a decision altitude/(height) [DA(H)] equal to the published visibility and minimum descent altitude (MDA) using the following aircraft and procedures as specified in this operations specification.

a. Authorized Aircraft and Equipment . The certificate holder is authorized to conduct instrument approach operations using the following aircraft and area navigation systems certified for these VNAV operations.

**Table 1**

Airplane Type (M/M/S)	Area Navigation System (Model/Version)	Remarks
LR-35-A	UNS-1C/603.4	
BE-200-200	UNS-1L/801	

b. Authorized Airports and Runways WITHOUT FAA Visual Segment Assessment . The certificate holder is authorized to conduct these VNAV approaches using its own obstacle assessments at the following airports and runways:

**Table 2**

Airport Identifier	Procedure/Runway	Obstacle Assessment Expiration	Remarks

c. Authorized Airports and Runways WITH FAA Visual Segment Assessment . The certificate holder is authorized to conduct these VNAV approaches at runways served by 14 CFR Part 97 VOR, VOR/DME, NDB, RNAV, GPS, LOC, LOC-BC, LDA or SDF approaches which meet one or more of the following criteria, which indicate the existence of an FAA visual segment assessment:

(1) Approaches to runways served by an RNAV instrument approach procedures with published VNAV DA(H), provided, the final approach course of the intended RNAV procedure is coincident with the final approach course of the published RNAV procedure with the DA(H), or

(2) Approaches to runways served with a VASI or PAPI vertical visual guidance system, or

(3) Approaches to runways served by ILS approaches with a published glide slope angle.

d. VNAV Path Angle . A VNAV path angle of less than 2.75 or greater than 3.77 degrees is not authorized.

e. Required Training . Before conducting any operations authorized by this operations specification, the flightcrew must be trained in accordance with the certificate holder's approved training program for the system and procedures being used.

- 
1. The Certificate Holder applies for the Operations in this paragraph.
  2. Support information reference: request for authorization for approaches using vertical navigation
  3. These Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective: 01/12/2011 Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

Date: 01/12/2011

---

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

**HQ Control: 04/27/01**  
**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-200
BE-300-300
LR-35-A

- d. If Foreign Airports are Authorized. The following special limitations and provisions for instrument approach procedures apply at foreign airports.
- (1) Foreign approach lighting systems equivalent to U.S. standards are authorized for precision, precision-like (other than ILS, MLS, or GLS), and nonprecision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.
  - (2) For straight-in landing minimums at foreign airports where an MDA(H) or DA(H) is not specified, the lowest authorized MDA(H) or DA(H) shall be obtained as follows:
    - (a) When an obstruction clearance limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For approaches other than ILS, MLS, or GLS, the MDA(H) may be rounded to the next higher 10-foot increment.
    - (b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH. For approaches other than ILS, MLS, or GLS, the authorized MDA(H) may be expressed in intervals of 10 feet.
    - (c) The HAT or HAA used for precision approaches shall not be below those specified in subparagraph a of this operations specification.
  - (3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph b(2) above will be established in accordance with criteria prescribed by U.S. TERPS or Joint Aviation Authorities, Joint Aviation Requirements, operational agreements, Part 1 (JAR-OPS-1).
  - (4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:
    - (a) Runway, runway markings, or runway lights.
    - (b) Approach light system (in accordance with 14 CFR section 91.175(c)(3)(i)).
    - (c) Threshold, threshold markings, or threshold lights.
    - (d) Touchdown zone, touchdown zone markings, or touchdown zone lights.
    - (e) Visual glidepath indicator (such as VASI or PAPI).
    - (f) Runway-end identifier lights.

1. Issued by the Federal Aviation Administration.
2. Support information reference: Removed CE-550.
3. These Operations Specifications are approved by direction of the Administrator.

Bloch, Georg

Principal Operations Inspector

GL11

4. Date Approval is effective: 6/12/09 Amendment Number: 7
5. I hereby accept and receive the Operations Specifications in this paragraph.

Jones, Carl Michael

Director of Maintenance

Date: 6/12/09

---

---

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

---

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

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



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

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

DIGITALLY FAA SIGNED 12/1/2005 1:10:05 PM

Zwicke, Troy A  
Principal Operations Inspector

4. Date Approval is effective: 12/01/2005 Amendment Number: 0
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 12/1/2005 1:07:19 PM

Peace, Timothy L.  
Director of Operations

Date: 12/01/2005

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

**HQ Control: 09/01/2010**

**HQ Revision: 02a**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Date Approval is effective: 03/14/2011                      Amendment Number: 4
5. I hereby accept and receive the Operations Specifications in this paragraph.

Jones, Carl Michael, President

Date: 03/14/2011

---

**C079. IFR Lower than Standard Takeoff Minima, 14 CFR  
Part 135 Airplane Operations – U.S. Civil Airports**

**HQ Control: 04/25/08  
HQ Revision: 060**

a. Standard Takeoff Minima are authorized in paragraph C057. The certificate holder is authorized to use lower than standard takeoff minima in accordance with the limitations and provisions of this operations specification as follows.

b. Runway Visual Range (RVR) Requirements. RVR reports, when available for a particular runway, shall be used for all takeoff operations on that runway. All takeoff operations, based on RVR, must use RVR reports from the locations along the runway as follows:

- (1) For operations at or above RVR 1600 (500m):
  - (a) The TDZ RVR report, if available, is controlling.
  - (b) The mid RVR report may be substituted for an unavailable TDZ report.
- (2) For operations below RVR 1600 (500m):
  - (a) A minimum of two operative RVR reporting systems are required.
  - (b) All available RVR reports are controlling.

NOTE: Extremely long runways (e.g., DEN 16R) utilize four RVR sensors: TDZ, mid, rollout, and far-end. When a fourth far-end RVR value is reported, it is not controlling and is not to be used as one of the two required operative RVR systems.

c. Lower Than Standard Takeoff Minima. When takeoff minima are equal to or less than the applicable standard takeoff minima, and the operation is conducted in compliance with the provisions and limitations of this operations specification, the certificate holder is authorized to use the lower than standard minima described herein.

d. Touchdown zone (TDZ) RVR 1600 (beginning of takeoff roll) or visibility or Runway Visibility Value (RVV) 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 1600 (500m)	RVV 1/4 sm	N/A
RVR 1200 - TDZ (350m) / 1200 - Mid (350m) / 1000 - RO (300m)	RCLM (day only) or HIRL or CL Lights	N/A
RVR 1000 - TDZ / 1000 - Mid / 1000 - RO (300m)	RCLM and HIRL, or CL Lights	N/A
RVR 600 - TDZ / 600 - Mid / 600 - RO (175m)	HIRL and CL Lights	N/A

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

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

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

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

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

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

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

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

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

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

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

- (a) Aircraft pitch and bank information, from a gyroscopic source.

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

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

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

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

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

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

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

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

- (a) Operative HIRL.
- (b) Operative runway CL lights.
- (c) Front course guidance must be displayed from a localizer that provides CAT III rollout guidance as indicated by a III/E/4 facility classification.
- (d) The crosswind component on the takeoff runway is less than the airplane flight manual's crosswind limitation, or 15 knots, whichever is more restrictive.



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

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

<b>Airplane M/M/S</b>	<b>HUD System</b>	<b>Lowest RVR Authorized</b>	<b>Additional Limitations and Provisions</b>
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. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

**DIGITALLY FAA SIGNED 8/4/2008 3:15:02 PM**

Tatro, Steven E

Principal Operations Inspector

GL11

4. Date Approval is effective: 07/25/2008 Amendment Number: 8
5. I hereby accept and receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED 9/23/2008 1:06:51 PM**

Jones, Carl Michael

Director of Maintenance

Date: 09/23/2008

**D073. Approved Aircraft Inspection Program (AAIP)**

**HQ Control: 02/20/98**  
**HQ Revision: 00b**

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

<b>Registration Number</b>	<b>Serial Number</b>	<b>Aircraft M/M/S</b>	<b>Maintenance Document</b>	<b>Time Limitations Document</b>
N71RG	BB-443	BE-200	ASI Charter, Inc. Approved Aircraft Inspection Program	ASI Charter, Inc. Approved Aircraft Inspection Program
N327ME	FA-127	BE-300-300	ASI Charter, Inc. Approved Aircraft Inspection Program	ASI Charter, Inc. Approved Aircraft Inspection Program
N292ME	292	LR-35-A	ASI Charter, Inc. Approved Aircraft Inspection Program	ASI Charter, Inc. Approved Aircraft Inspection Program
N310ME	310	LR-35-A	ASI Charter, Inc. Approved Aircraft Inspection Program	ASI Charter, Inc. Approved Aircraft Inspection Program

1. Issued by the Federal Aviation Administration.
2. Support information reference: Removed N1250V.
3. These Operations Specifications are approved by direction of the Administrator.

Muroski, James I

Principal Maintenance Inspector

GL11

4. Date Approval is effective: 6/12/09

Amendment Number: 18

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

Jones, Carl Michael

Director of Maintenance

Date: 6/12/09

**D085. Aircraft Listing**

**HQ Control:** 02/06/98  
**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>
N71RG	BB-443	BE-200-200
N327ME	FA-127	BE-300-300
N292ME	292	LR-35-A
N310ME	310	LR-35-A

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Removed CE-550, N1250V.
3. These Operations Specifications are approved by direction of the Administrator.

Muroski, James I

Principal Maintenance Inspector

GL11

4. Date Approval is effective: 6/12/09

Amendment Number: 18

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

Jones, Carl Michael

Director of Maintenance

Date: 6/12/09

**D092. Maintenance Program Authorization for Airplanes Used  
for Operations in Designated Reduced Vertical Separation  
Minimum (RVSM) Airspace**      **HQ Control: 08/15/97**  
**HQ Revision: 000**

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

<b>Registration Number</b>	<b>Airplane M/M/S</b>
N292ME	LR-35-A
N310ME	LR-35-A

1. Issued by the Federal Aviation Administration.
2. Support information reference: Removed N1250V.
3. These Operations Specifications are approved by direction of the Administrator.

Muroski, James I

Principal Maintenance Inspector

GL11

4. Date Approval is effective: 6/12/09

Amendment Number: 5

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

Jones, Carl Michael

Director of Maintenance

Date: 6/12/09

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

**HQ Control: 08/15/97**  
**HQ Revision: 020**

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

a. Authorized Aircraft. The certificate holder is authorized to use an approved MEL for the aircraft listed below provided the conditions and limitations of this paragraph are met:

<b>Aircraft</b> <b>M/M/S</b>
LR-35-A

b. Maximum Times Between Deferral and Repair. Except as provided in subparagraph d, the certificate holder shall have items repaired within the time intervals specified for the categories of items listed below:

- (1) Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the certificate holder's approved MEL.
- (2) Category B. Items in this category shall be repaired within 3 consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.
- (3) Category C. Items in this category shall be repaired within 10 consecutive calendar days (240 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.
- (4) Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2,880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

c. MEL Management Program. The certificate holder shall develop and maintain a comprehensive program for managing the repair of items listed in the approved MEL. The certificate holder shall include in a document or its manual a description of the MEL management program. The MEL management program must include at least the following provisions:

- (1) A method which provides for tracking the date and when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.
- (2) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.
- (3) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.
- (4) A description of specific duties and responsibilities by the job title of personnel who manage the MEL management program.

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

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

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

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

DIGITALLY FAA SIGNED 12/1/2005 10:43:41 AM

Muroski, James I

Principal Maintenance Inspector GL11

3. Date Approval is effective: 12/01/2005 Amendment Number: 9
4. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 12/1/2005 10:43:41 AM

Jones, Carl Michael

Director of Maintenance

Date: 12/01/2005

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

**HQ Control: 01/25/2010**

**HQ Revision: 00a**

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

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

Airplane Type	Engine			Propeller			Governor			Limitations and Conditions
	MMS	Make & Model	Maintenance Document	Time-in-Service Interval	Make & Model	Maintenance Document	Time-in-Service Interval	Make & Model	Maintenance Document	
BE-200-200	Pratt & Whitney Canada PT6A-42	Pratt & Whitney Maintenance Manual P/N 3021442  Reference Service Bulletin #3003 for HSI and OVH limitations. Reference Service Bulletin #3002 for life limitations.	Hot Section Inspection (HSI) 1800 hours.  Overhaul (OVH) 3600 hours.	Hartzell HC-B3TN-3G	Hartzell Maintenance Manual.#118F.  Hartzell Service Letter #HC-SL-61-61.	Overhaul (OVH) 3000 hours or 60 months what ever comes first.	Woodward 8210-025	Woodward Service Bulletin #33580	Overhaul (OVH) 4500 hours.	N71RG S/N BB-443.

Operations Specifications

**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-300-300	Pratt & Whitney Canada PT6A-60A	Pratt & Whitney Maintenance Manual #3034342.  Reference Service Bulletin #13303 for HSI and OVH limitations. Reference Service Bulletin #13002 for life limitations.	Hot Section Inspection (HSI) 1800 hours.  Overhaul (OVH) 3600 hours. Engine S/N PCE95259 (OVH) at 3800 hours.	Hartzell HC-B4MP-3	Hartzell Maintenance Manual #118F.  Hartzell Service Letter #HC-SL-61-61.	Overhaul (OVH) 3000 hours or 60 months what ever comes first.	Woodward 8210-212	Woodward Service Bulletin #33580.	Overhaul (OVH) 4500 hours.	N327ME S/N FA-127.  Engine S/N PCE95259 one time overhaul limit of 3800 hours.
LR-35-A	Allied Signal, Inc. TFE-731-2-2B.	Honeywell Light Maintenance Manual P/N 72-02-01  Reference Service Bulletin #72-3105 for Major Periodic Inspections (MPI) and Core Zone Inspections (CZI). Reference Service Bulletin #72-3001 for life limitations.	Major Periodic Inspection (MPI) 1400 hours.  Core Zone Inspection (CZI) 4200 hours.	N/A	N/A	N/A	N/A	N/A	N/A	N292ME S/N 292. N310ME S/N 310.



1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Engine S/N PCE95259 3800 hour OVH limit.
3. These Operations Specifications are approved by direction of the Administrator.

4. Date Approval is effective: 04/29/2010                      Amendment Number: 13
5. I hereby accept and receive the Operations Specifications in this paragraph.

Date: 04/29/2010

---

**D104. Additional Maintenance Requirements - Emergency Equipment**

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

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

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

**Emergency Equipment**

<b>Emergency Equipment Items</b>	<b>Maintenance Document</b>	<b>Limitations and Provisions</b>
Oxygen Bottle and Oxygen Regulator	Raytheon Aircraft Maintenance Manual P/N 101-590010-19B	None
Oxygen Bottle and Oxygen Regulator	Learjet 35A Maintenance Manual MM-99	None
Portable Fire Extinguisher (Halon)	Placarded Instructions	None
Portable Fire Extinguisher (Dry Chemical)	Placarded Instructions	None

Operations Specifications

<b>Emergency Equipment Items</b>	<b>Maintenance Document</b>	<b>Limitations and Provisions</b>
Oxygen Bottle and Oxygen Regulator	Raytheon Aircraft Maintenance Manual P/N101-590097-9	None
Life Vests	Manufactures Maintenance Manual, and Approved Aircraft Inspection Program.	None

1. Issued by the Federal Aviation Administration.
2. Support information reference: CE-550 removed.
3. These Operations Specifications are approved by direction of the Administrator.

Muroski, James I

Principal Maintenance Inspector

GL11

4. Date Approval is effective: 6/12/09

Amendment Number: 12

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

Jones, Carl Michael

Director of Maintenance

Date: 6/12/09

**D485. Aging Airplane Inspection and Records Review**

**HQ Control: 07/09/08**  
**HQ Revision: 00a**

- a. The Aging Aircraft Safety Act of 1991 requires the Administrator to make inspections and review the maintenance and other records of each aircraft an air carrier uses to provide air transportation. The certificate holder who conducts operations under 14 CFR Part 121, Part 135, or Part 129 using the airplanes identified on this Operations Specification may not use those airplanes in air transportation unless inspections are accomplished as required by the applicable regulations in 14 CFR Part 121, Part 135, or Part 129, as applicable.
- b. The airplanes that this inspection and records review is applicable to include:
- (1) All Part 121 airplanes (14 CFR Section 121.1105)
  - (2) All Part 135 multi-engine airplanes used in scheduled service (14 CFR Section 135.422/423)
  - (3) All Part 129 U.S.-registered multi-engine airplanes (14 CFR Section 129.105).
- c. The airplanes that may be excluded from this inspection and records review are:
- (1) Airplanes operated solely within the state of Alaska
  - (2) Airplanes that are operated under 14 CFR Part 135 as “On-Demand”
  - (3) Airplanes in storage and not currently being operated under 14 CFR Part 121, 135, or 129 operations (However, the required records review and inspection must be accomplished before such airplanes in storage may be placed into service after the applicable compliance date in accordance with the sections of the CFR listed in subparagraph b above)
  - (4) Airplanes that have not reached the age of the required records review and inspection.
- d. This paragraph serves as notification to the FAA of completion of the required records review and airplane inspection to comply with the Aging Airplane Safety Act. Official Notification to the operator will be made by the CHDO and this date will be used to determine due date of next required inspection. Table 1 of this document must be completed as described in subparagraph e below.
- e. Paragraph Completion Instructions. *The following instructions are to be used to complete the required records and airplane inspection in Table 1 of this paragraph. **Remember: ALL cells in the table MUST be filled out before activating the paragraph!***
- (1) *Load ALL airplanes in the certificate holder’s Aircraft Authorization information into Columns 1, 2, 3 and 4.*
  - (2) For each airplane that requires this records review and inspection:
    - a. *Enter the date of airplane manufacture as indicated on the airframe data plate or the original airworthiness certificate, whichever is oldest, in Column 5.*
    - b. *Enter “Not Completed” in Column 6, Column 7, and Column 8, as applicable, to indicate that the inspection and/or records review has not yet been complete.*

- c. When the appropriate inspection is complete, insert the month and year of the accomplishment in Column 6 and Column 7, as applicable.
- d. When both inspections are complete, enter the date (month/year) that the official notification was sent to the certificate holder in Column 8.

(3) For airplanes that are operated solely within the state of Alaska:

- a. Load the airplanes in Columns 1 through 4 per Item (1) above.
- b. Select and enter "Alaska Intrastate-N/A"(for not applicable) in EACH of the following columns: Column 5, Column 6, Column 7, and Column 8.

(4) For airplanes that are operated under 14 CFR Part 135 as "On-Demand":

- a. Load the airplanes in Columns 1 through 4 per Item (1) above.
- b. Select and enter "On Demand (135)-N/A"(for not applicable) in EACH of the following columns: Column 5, Column 6, Column 7, and Column 8.

(5) For airplanes in storage that will not have the required records review and inspection accomplished:

- a. Load the airplanes in Columns 1 through 4 per Item (1) above.
- b. Enter the date of airplane manufacture as indicated on the airframe data plate or the original airworthiness certificate, whichever is oldest, in Column 5.
- c. Select and enter "Storage-Not Completed" in EACH of the following columns: Column 6, Column 7, and Column 8.

(6) For airplanes that have not reached the age where the required records review and inspection must be accomplished:

- a. Load the airplanes in Columns 1 through 4 per Item (1) above.
- b. Enter the date of airplane manufacture as indicated on the airframe data plate or the original airworthiness certificate, whichever is oldest, in Column 5.
- c. Select and enter "Below Threshold-N/A"(for not applicable) in EACH of the following columns: Column 6, Column 7, and Column 8.

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

**TABLE 1**

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

<b>*Registration No. (Col. 1)</b>	<b>*Serial No. (Col. 2)</b>	<b>*Nose Number, If Applicable (Col. 3)</b>	<b>*Airplane M/M/S (Col. 4)</b>	<b>Date of Airplane Manufacture (Col. 5)</b>	<b>Airplane Inspection Completed (Col. 6)</b>	<b>Records Review Completed (Col. 7)</b>	<b>Operator Notification (Col. 8)</b>
N71RG	BB-443	N/A	BE-200-200	1982	On-Demand (135) - N/A	On-Demand (135) - N/A	On-Demand (135) - N/A
N327ME	FA-127	N/A	BE-300-300	1978	On-Demand (135) - N/A	On-Demand (135) - N/A	On-Demand (135) - N/A

Operations Specifications

<b>*Registration No. (Col. 1)</b>	<b>*Serial No. (Col. 2)</b>	<b>*Nose Number, If Applicable (Col. 3)</b>	<b>*Airplane M/M/S (Col. 4)</b>	<b>Date of Airplane Manufacture (Col. 5)</b>	<b>Airplane Inspection Completed (Col. 6)</b>	<b>Records Review Completed (Col. 7)</b>	<b>Operator Notification (Col. 8)</b>
N292ME	292	N/A	LR-35-A	1980	On-Demand (135) - N/A	On-Demand (135) - N/A	On-Demand (135) - N/A
N310ME	310	N/A	LR-35-A	1980	On-Demand (135) - N/A	On-Demand (135) - N/A	On-Demand (135) - N/A

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference: Removed Aircraft N1250V Citation CE-550.
3. These Operations Specifications are approved by direction of the Administrator.

Muroski, James I

Principal Maintenance Inspector

GL11

4. Date Approval is effective: 6/12/09

Amendment Number: 3

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

Jones, Carl Michael

Director of Maintenance

Date: 6/12/09

**E096. Weight and Balance Control Procedures**

**HQ Control: 07/28/05**  
**HQ Revision: 020**

The following procedures have been established to maintain control of weight and balance of the certificate holder's 14 CFR Part 121 or 135 aircraft under the terms of these specifications. All aircraft M/M/S identified have been weighed in accordance with the procedures for establishing empty weight and balance.

- a. The certificate holder is authorized to use individual aircraft weights outlined in the certificate holder's empty weight and balance program for the aircraft listed in Table 1.

**Table 1 – Individual Aircraft Weights**

<b>Aircraft M/M/S</b>	<b>Weighing Interval</b>	<b>Weight and Balance Control Program</b>
BE-200	Every 36 Months	Per the BE-200 POH, Aircraft MM refers to POH for aircraft weighing instructions.
BE-300-300	Every 36 Months	Per the BE-300 POH, Aircraft MM refers to POH for aircraft weighing instructions.
LR-35-A	Every 36 Months	Per the Lear-35 AFM, refer to Aircraft MM P/N MM-99 for aircraft weighing instructions.

- b. The certificate holder is authorized under 14 CFR subpart(s) 121.153(b) or 135.185(b)(2) to use fleet aircraft weights outlined in the certificate holder's weight and balance control program for the aircraft listed in Table 2.

**Table 2 – Fleet Aircraft Weights**

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

Document references by volume, chapter, etc.

- 
- 
1. Issued by the Federal Aviation Administration.
  2. Support information reference: Removed CE-550.
  3. These Operations Specifications are approved by direction of the Administrator.

Muroski, James I

Principal Maintenance Inspector

GL11

4. Date Approval is effective: 6/12/09 Amendment Number: 18
5. I hereby accept and receive the Operations Specifications in this paragraph.

Jones, Carl Michael

Director of Maintenance

Date: 6/12/09

---