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A001 . Issuance and Applicability

HQ Control: 09/26/2023
HQ Revision: 030

a. These operations specifications are issued to Panavia Air Taxi, LLC, whose principal base of operation is located at:

Primary Business Address:	Mailing Address:
11201 Baker st.	P.O.Box 8186
Amarillo, Texas 79111	Amarillo, Texas 79114

The holder of these operations specifications is the holder of Air Carrier Certificate Number VYXA423L and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

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

The certificate holder will 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 will 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:

Haven Aero, LLC

d. The certificate holder is authorized to conduct flights under 14 CFR Part 91 for crewmember training, maintenance tests, ferrying, repositioning, and the carriage of company officials using the applicable authorizations in these operations specifications, without obtaining a Letter of Authorization (LOA), provided the flight does not involve the carriage of persons or property for compensation or hire.

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

Digitally signed by Robert A Smith, Principal Avionics Inspector (SW13)
[1] EFFECTIVE DATE: 7/2/2024, [2] AMENDMENT #: 6
DATE: 2024.07.02 07:47:23 -05:00

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

Digitally signed by Nicholas W Kemp, Chief Maintenance Officer
DATE: 2024.07.01 17:07:54 -05:00

A002 . Definitions and Abbreviations

HQ Control: 04/25/2018
HQ Revision: 11e

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

Term or Terms	Definition
Agent(s)	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.
Air Ambulance Aircraft	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.
Air Ambulance Operations	(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.
Airways Navigation Facilities	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.
Approved Unit Load Device (ULD) Cargo	Cargo loaded into a ULD, as defined by National Aerospace Standard (NAS) 3610, SAE Aerospace Standard (AS) 36100, Technical Standard Order (TSO) - C90, or other approval standards, that is approved for carriage within the airplane as specified in the Airplane Flight Manual / Weight and Balance Manual approved by the type certificate or supplemental type certificate
Authority	A power that a person is vested with.
Auto Flight Guidance	Aircraft systems, such as an autopilot, auto throttles, displays, and

System (AFGS)	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.
Bulk Cargo	Cargo usually transported as individual pieces and loaded into a compartment approved for bulk cargo by the Airplane Flight Manual / Weight and Balance Manual that is approved by the type certificate or supplemental type certificate. These items are generally loaded planeside and loaded directly into the bulk compartment.
Cargo	Any property carried on an aircraft other than mail, stores, and accompanied or mishandled baggage.
Category I Instrument Approach	A Category I instrument approach is any authorized precision or nonprecision instrument approach which is conducted with a minimum height for IFR flight not less than 200 feet (60 meters) above the touchdown zone and a minimum visibility/RVV not less than 1/2 statute mile or RVR 1800 (for helicopters, 1/4 statute mile or RVR 1600).
Certificate Holder	In these operations specifications the term "certificate holder" shall mean the holder of the certificate described in Part A paragraph A001 and any of its officers, employees, or agents used in the conduct of operations under these operations specifications.
Class I Navigation	Class I navigation is any en route flight operation or portion of an operation that is conducted entirely within the designated Operational Service Volumes (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). Class I navigation also

	includes en route flight operations over routes designated with an "MEA GAP" (or ICAO equivalent). En route flight operations conducted within these areas are defined as "Class I navigation" operations irrespective of the navigation means used. Class I navigation includes operations within these areas using pilotage or any other means of navigation which does not rely on the use of VOR, VOR/DME, or NDB.
Class II Navigation	Class II navigation is any en route flight operation which is not defined as Class I navigation. Class II navigation is any en route flight operation or portion of an en route operation (irrespective of the means of navigation) which takes place outside (beyond) the designated Operational Service Volume (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). However, Class II navigation does not include en route flight operations over routes designated with an "MEA GAP" (or ICAO equivalent).
Cockpit Display of Traffic Information (CDTI)	A CDTI is a generic display that provides a flightcrew with surveillance information about other aircraft including their position. Traffic information for a CDTI may be obtained from one or multiple sources (including ADS-B, TCAS, and traffic information services) to provide improved awareness of proximate aircraft and as an aid to visual acquisition as part of the normal see and avoid operations both in the air and on the ground.
Decision Altitude (Height)	DA(H) is a specified minimum altitude in an instrument approach procedure by which a missed approach must be initiated if the required visual reference to continue the approach has not been established. The 'altitude' value is typically measured by a barometric altimeter; the 'height' value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]
Dual-Certificated-Noise Compliance	For purposes of noise compliance rules, dual-certificated airplanes are those that are certificated to operate in either a Stage 2 or Stage 3 configuration. The only airplanes dual certificated by the FAA were certain Boeing 747's, -300 series or earlier. For noise compliance purposes, these airplanes are considered Stage 2 unless the operator gets a supplemental type certificate to make the airplane Stage 3 only, or unless the operator voluntarily limits the operation to Stage 3 only.
Duty	A task or function a person must do.
Fault Detection and Exclusion (FDE)	FDE technology allows onboard GPS equipment to automatically detect a satellite failure that effects navigation and to exclude that satellite from the navigation solution.
Flight Management Systems (FMS)	An integrated system used by flightcrews for flight planning, navigation, performance management, aircraft guidance, and flight progress

	monitoring.
Free Flight	A safe and efficient flight operating capability under instrument flight rules in which the operators have the freedom to select a path and speed in real time. Air traffic restrictions are imposed only to ensure separation, to preclude exceeding airport capacity, to prevent unauthorized flight through special use airspace, and to ensure safety of flight. Restrictions are limited in extent and duration to correct the identified problem. Any activity that removes restrictions represents a move toward Free Flight.
Global Position System (GPS) Landing System (GLS)	GLS is a differential GPS-based landing system providing both vertical and lateral position fixing capability. The term GLS may also be applied to any GNSS-based differentially corrected landing system.
Helicopter Emergency Medical Service	Helicopter emergency medical service (HEMS) is: (a) Air transportation by helicopter of a person with a health condition that requires medical personnel as determined by a health care provider; or (b) Holding out to the public as willing to provide air transportation by helicopter to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider. (c) Helicopter emergency medical evacuation service (HEMES).
ILS-PRM	Simultaneous close parallel ILS approaches are enabled through the implementation of special precision runway monitoring (PRM) equipment operated by ATC at certain airfields for specific runways, titled in 14 CFR part 97 as “ILS PRM.” ILS PRM approaches are conducted between 4,299 and 3,000 feet parallel runway spacing. Runways 3,400 feet or greater apart utilize two parallel ILS courses, aligned with the runway centerlines (RCLs). For runways spaced less than 3,400 feet, one ILS is offset 2.5° to 3.0°.
Imported Airplane-Noise Compliance	For purposes of the noise compliance rules, an imported airplane is a Stage 2 airplane of 75,000 pounds or more that was purchased by a U.S. person from a non-U.S. owner on or after November 5, 1990. [Under the non addition rule (see 14 CFR § 91.855), an imported airplane may not be operated to or from any airport in the contiguous United States. Such airplanes may be owned and registered by U.S. persons but are limited to operation outside the contiguous United States.]
JAA JAR-OPS-1	Joint Aviation Authorities (JAA) Joint Aviation Requirements (JAR) operational agreements (OPS). The European JAA adopted common operational guidance for all Member States in order to harmonize the rules within those States. The JAR-OPS-1, is part 1 of the operational agreement and comprises the operational requirements applicable to commercial air transportation fixed wing aircraft.
Localizer-Type	See definition of SOIA.

Directional Aid (LDA) PRM	
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 78º 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.
Required Navigation Performance (RNP) Time Limit	Applies to aircraft equipped with INS or IRU systems where those systems provide the means of navigation to navigate to the degree of accuracy required by ATC. The FAA-approved time in hours--after the system is placed in navigation mode or is updated en route--that the specific INS or IRU make/model can meet a specific RNP type on a 95% probability basis. It is used to establish the area of operations or routes on which the aircraft/navigation system is qualified to operate.
Required Navigation Performance (RNP) Type	A value typically expressed as a distance in nautical miles from the intended position within which an aircraft would be for at least 95 percent of the total flying time. For example, RNP-4 represents a lateral and longitudinal navigation accuracy of 4 nm on a 95 percent basis. Note: Applications of RNP to terminal area and other operations may also include a vertical component.
Responsibility	Something a person is accountable for.
RNAV (GPS) PRM	Area navigation (RNAV) (GPS) PRM approach that may be substituted for an ILS PRM or LDA PRM approach and is procedurally equivalent.
Runway	In these operations specifications the term "runway" in the case of land airports, water airports and heliports, and helipads shall mean that portion of the surface intended for the takeoff and landing of land airplanes, seaplanes, or rotorcraft, as appropriate.
Simultaneous Offset Instrument Approach (SOIA)	This operation comprises one ILS and one LDA with glide slope. The ILS is aligned with its runway, but the LDA serving the second runway is offset (between 2.5° and 3°) from a parallel track. This offset permits simultaneous instrument approach operations to parallel runways spaced less than 3,000 feet apart, but no less than 750 feet. Because of the offset, this operation is also known as an SOIA.
Special Cargo	Cargo that requires special handling and securing/restraining procedures within the limitations specified in the Airplane Flight Manual (AFM) / Weight and Balance Manual (WBM) approved by the type certificate / supplemental type certificate. Special cargo may be enclosed in an approved bulk compartment if the WBM has limitations supporting procedures for securing and restraining the special cargo.

Sustainable Transfer	A sustainable transfer is a transfer of operational control, without any impediment, by a contract, agreement, lease, or other written or verbal arrangement between the owner, lessor, or other entity, and any other entity, that restricts any person or entity from transferring operational control to the certificate holder. Examples of such impediments are lease, mortgage, insurance, management agreements, and other agreements which limit the use of the aircraft to a particular party or purpose other than the certificate holder and its authorized kinds of operation.
VFR Station-Referenced Class I Navigation	VFR station-referenced Class I navigation is any operation conducted within the operational service volumes of ICAO standard navigation aids under visual flight rules (VFR) which uses nonvisual navigation aids (stations), such as VOR, VOR/DME, or NDB as the primary navigation reference. VFR station-referenced Class I navigation includes Class I navigation conducted on-airways and off-airway routings predicated on airways navigation facilities. These operations also include Class I navigation using an area navigation system which is certificated for IFR flights over the routes being flown.
Wide Area Augmentation System (WAAS)	WAAS has been developed to improve the accuracy, integrity, availability, and reliability of GPS signals. WAAS utilizes a fixed localized ground station to calculate GPS integrity and correction data, then broadcasts this information through the GPS satellites to GPS/WAAS users along with ranging signals. It is a safety critical system consisting of a ground network of reference and integrity monitor data processing sites which assess current GPS performance, as well as a space segment that broadcasts that assessment to GNSS users to support IFR navigation**.**

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

Digitally signed by Steven R White, Principal Maintenance Inspector (SW13)
[1] SUPPORT INFO: A002 Template change
[2] EFFECTIVE DATE: 7/29/2019, [3] AMENDMENT #: 5
DATE: 2019.07.29 09:19:35 -05:00

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

Harry Ben Fields, Agent for Service _____ Date _____

A003 . Aircraft Authorization

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

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

M/M/S	Type Section 119	Operation Configuration	Class/Category Operation	En Route	Condition of Flight
BE-200-B200	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
BE-400-A	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
BE-65-90	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR Cargo / VFR PAX	Day/Night
DASSAULT-FALCON-900B	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
PC-12/45--	119.21(a)(5) - On-Demand	PAX and Cargo	SEL	IFR/VFR	Day/Night

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

Digitally signed by Corey Wehmeyer, Principal Maintenance Inspector (SW13)
[1] SUPPORT INFO: Addition of King Air 90
[2] EFFECTIVE DATE: 10/22/2024, [3] AMENDMENT #: 9
DATE: 2024.10.25 11:08:01 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.10.04 14:24:14 -05:00

A004 . Summary of Special Authorizations and Limitations **HQ Control: 08/03/2001**
HQ Revision: 000

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

	Reference Paragraphs
Use an approved carry-on baggage program.	A011
Conduct special en route IFR operations in Class G airspace.	A014
Use an autopilot in lieu of a second-in-command.	A015
Use the electronic signatures, electronic recordkeeping systems, or electronic manual system listed in A025.	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
Conduct Single Engine IFR (SEIFR) Passenger-Carrying Operations Under CFR Part 135.	A046
Accept, handle, and carry materials regulated as Hazardous Materials (HazMat).	A055
Conduct "eligible on-demand operations" as defined in and in accordance with 14 CFR Section 135.4.	A057
Use an Electronic Flight Bag (EFB) in the aircraft as part of an authorized EFB Program.	A061
Use multiengine airplanes or single-engine turbine-powered airplanes under an SIC Professional Development Program (PDP).	A062
Use only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft	A096
Issue an International Civil Aviation Organization (ICAO) air operator certificate (AOC) through the Operations Safety System (OPSS).	A999
Conduct IFR en route operations.	B032
Conduct Class I navigation using an area navigation system.	B034
Conduct Class I navigation in the U.S. Class A airspace using an area or long-range navigation system.	B035
Conduct operations in reduced vertical separation minimum (RVSM) airspace.	B046
Operate into/out of or overfly sensitive international area(s) as identified in B450 in accordance with the authorizations, conditions, and limitations of B050.	B450
Use a destination airport analysis program.	C049
Conduct terminal instrument operations using specific procedures and landing minima for airplanes.	C051
Conduct operations using basic instrument approach procedures for airplanes.	C052
Conduct IFR approach procedures using special IFR landing minimums for airplanes.	C054
Derive alternate airport weather minimums from the standard table for airplanes.	C055

Use IFR takeoff minimums, 14 CFR Part 135 airplane operations - all airports.	C057
Conduct IFR area navigation (RNAV 1) and/or RNP 1 instrument departure procedures (DPs): RNAV 1 and/or RNP 1 Standard Terminal Arrivals Routes (STARs) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA).	C063
Conduct nonscheduled passenger and/or all-cargo, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower.	C064
Use autopilot minimum use altitudes/heights in accordance with 14 CFR Part 135, § 135.93 and the limitations and provisions of operations specification C071.	C071
Use minimum descent altitude (MDA) as a decision altitude (DA) with vertical navigation (VNAV) on a nonprecision approach (NPA).	C073
Conduct airplane IFR circle-to-land approach maneuvers.	C075
Conduct certain Part 135 turbojet operations in the terminal area using visual flight rules.	C077
Conduct 14 CFR Part 135 IFR airplane operations using lower than standard takeoff minima.	C079
Conduct the special Instrument Approach Procedure (IAP), departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified in OpSpec C081.	C081
Conduct continuous airworthiness maintenance programs.	D072
Use maintenance time limitations for operators without a reliability program.	D089
Use listed airplanes for operations in designated RVSM airspace in accordance with B046 and D092.	D092
Use an FAA-approved Minimum Equipment List (MEL).	D095
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for aircraft engine, propeller, and propeller control (governor).	D101
Use a single-engine aircraft maintained in accordance with §135.411 and §135.421 in passenger-carrying IFR operations.	D103
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for emergency equipment.	D104
Use weight and balance control procedures.	E096

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

	Reference Paragraphs
Conduct operations under certain exemptions and/or deviations.	A005
Conduct extended overwater turbojet operations without required emergency equipment.	A013
Use an approved security program in helicopter operations.	A017
Conduct scheduled passenger helicopter operations.	A018
Use automotive gasoline as aircraft fuel.	A019
Conduct Part 135 airplane operations without instrument-rated pilots.	A020

Conduct helicopter air ambulance operations in accordance with 14 CFR Part 135.	A021
Use an approved exit row seat program.	A022
Determine ground icing conditions for the purpose of flight [using an approved deicing/anti-icing procedure IAW CFR Section 135.227(b)(3)].	A023
Conduct airplane air ambulance operations under 14 CFR Part 135.	A024
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 helicopter night vision goggle operations.	A050
Conduct enroute ANVG operations and any additional authorized ANVG operations in accordance with 14 CFR Part 135 and the limitations and provisions of Operations Specification A051.	A051
Conduct data link communications.	A056
Use an approved flightcrew member certificate verification plan in accordance with 14 CFR Part 135, § 135.95(b).	A063
Use any combination of actual, standard average, or survey-derived average weights in its small cabin aircraft.	A097
Use any combination of actual, standard average, or survey-derived average weights for its medium cabin aircraft.	A098
Use any combination of actual, standard average, or survey-derived average weights for its large cabin aircraft.	A099
Use standardized and supporting instructor/check pilot curricula under contract or agreement with 14 CFR Part 142 training centers authorized to offer these curricula in accordance with 14 CFR Part 135, § 135.324.	A131
Conduct Part 135 rotorcraft operations without the radio altimeter equipment required by 14 CFR Part 135, §135.160(a), under a deviation as provided in §135.160(b) and in accordance with the limitations and provisions of LODA A160.	A160
Conduct the Airline Transport Pilot (ATP) Certification Training Program	

(CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A304.	A304
Conduct flight operations within the territory and airspace of Iraq in accordance with a grant of exemption from SFAR 77.	A320
Conduct airplane operations using a Liquid Water Equivalent System (LWES).	A323
Allow persons eligible under 14 CFR Section 121.547(a)(3) access to the flightdeck using the CASS program and/or the FDAR program IAW the limitations and provisions of A348.	A348
Conduct In-Trail Procedures (ITP) using Automatic Dependent Surveillance-Broadcast IN (ADS-B IN).	A354
Use ADS-B In equipment and procedure(s) as specified in operations specification A355.	A355
Suspend its liability insurance due to seasonal operations.	A501
Use the air carrier merger and/or acquisition plan.	A502
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A504.	A504
Conduct operations into the Democratic Peoples Republic of Korea (DPRK).	A519
Conduct civil flight operations in the Baghdad Flight Information Region (FIR) (ORBB) at altitudes below Flight Level (FL) 320 under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Department, Agency, or Instrumentality.	A530
Conduct flight operations in accordance with SFAR No. 112, 14 CFR Part 91, § 91.1603, in the Tripoli (HLLL) FIR under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A532
Conduct flight operations in accordance with SFAR No. 107, 14 CFR Part 91, § 91.1613 in the territory and airspace of Somalia at altitudes below FL260 under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A533
Conduct flight operations in accordance with SFAR No. 114, 14 CFR Part 91, § 91.1609, in the Damascus (OSTT) FIR under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A535
Conduct flight operations in accordance with SFAR 115, 14 CFR Part 91, § 91.1611, in the specified areas of the Sanaa (OYSC) FIR, under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A536
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 Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS).	B036
Conduct operations in Central East Pacific (CEP) airspace.	B037
Conduct operations in North Pacific (NOPAC) airspace.	B038
Conduct operations in North Atlantic High Level Airspace (NAT HLA).	B039
Conduct operations in areas of magnetic unreliability.	B040

Conduct extended overwater operations using a single long-range communication system (S-LRCS).	B045
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 Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System	B054
Conduct north polar operations.	B055
Conduct commercial air tour operations over certain national park(s) and tribal lands within or abutting those national park(s).	B057
Conduct extended operations (ETOPS) with two-engine airplanes.	B342
Conduct extended operations (ETOPS) in passenger-carrying airplanes with more than two-engines.	B344
Conduct the specified EFVS operations under 14 CFR Part 91, § 91.176, in accordance with the limitations and provisions in C048.	C048
Conduct foreign terminal instrument procedures with special restrictions for airplanes.	C058
Conduct airplane SA CAT I instrument approach and landing operations.	C059
Conduct CAT II, or CAT II and CAT III instrument approach and landing operations in accordance with operations specification C060.	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 passenger and cargo operations at authorized airports.	C070
Conduct engine-out departure procedures with approved 10-minute takeoff thrust time limits.	C072
Conduct airplane contact approaches using IFR Category I landing minimums.	C076
Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace and/or at airports without an operating control tower.	C080
Conduct RNAV operations substituting for 14 CFR Part 97 instrument approaches.	C085
Conduct "RNP-like" foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima.	C358
Conduct RNP AR approaches in accordance with 14 CFR Part 97 and operations specification C384.	C384
Use an approved aircraft inspection program (AAIP).	D073
Use a reliability program for the entire aircraft.	D074
Use a reliability program for airframe, powerplant, systems, or selected items.	D075

Use short-term escalation.	D076
Use leased maintenance program authorization: U.S.-registered aircraft.	D080
Use specific aircraft for which prorated times have been established.	D082
Use short-term escalation authorization for borrowed parts that are subject to overhaul requirements.	D083
Conduct ferry flights under special flight permits with continuing authorization.	D084
Use an Extended Operations (ETOPS) aircraft maintenance program.	D086
Use a maintenance program for leased foreign-registered aircraft.	D087
Use maintenance time limitations for operators with a partial reliability program.	D088
Use coordinating agencies for suppliers evaluation (CASE).	D090
Use an approved maintenance program for helicopter night vision goggle operations.	D093
Use NVIS and NVGs on aircraft to conduct ANVGO per maintenance documents, under Part 135.	D094
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for rotorcraft operations.	D102
Suspend its liability insurance for specific aircraft in long-term storage or maintenance.	D106
Use an integrated aircraft health management (IAHM) program for maintenance credit for the aircraft with an approved IAHM system.	D302
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 helicopter offshore instrument operations using Offshore Standard Approach Procedure (OSAP), Airborne Radar Approach (ARA), and Helicopter En Route Descent Area (HEDA) Operations and/or in accordance with operations specification H104.	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 rotorcraft automatic landing operations.	H110
Use manually flown flight control guidance systems certified for rotorcraft landing operations.	H111
Conduct helicopter approach operations using an area navigation system.	H112
Conduct nonscheduled passenger and all-cargo (scheduled and nonscheduled) special terminal area IFR rotorcraft operations in Class G airspace.	H113
Use special airport authorizations, limitations, and provisions - Helicopter.	H114
Conduct helicopter operations using lower than standard takeoff minimums under Part 135.	H116
Conduct helicopter Category I, ILS, MLS, or GLS approach procedures with specific IFR landing minimums.	H117

Conduct helicopter circle-to-land maneuvers using IFR Category I landing minimums.	H118
Conduct helicopter contact approaches using IFR Category I landing minimums.	H119
Conduct operations in authorized airports for scheduled operations - helicopter.	H120
Conduct scheduled passenger terminal area IFR rotorcraft operations in Class G airspace.	H121
Conduct special instrument approach procedure, departure procedure and standard terminal arrival (STAR) rotorcraft operations specified in operations specification H122.	H122
Conduct Class I Navigation using area or long-range navigation systems with WAAS for rotorcraft RNP 0.3 en route and terminal operations.	H123

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

Digitally signed by Robert A Smith, Principal Avionics Inspector (SW13)
[1] SUPPORT INFO: A042 has been decommissioned
[2] EFFECTIVE DATE: 9/26/2024, [3] AMENDMENT #: 31
DATE: 2024.09.26 12:47:28 -05:00

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

A006 . Management Personnel

HQ Control: 09/08/2021
HQ Revision: 04a

a. The certificate holder is authorized to use the named personnel in the 14 CFR Part 135 management positions listed in Table 1 below. The Director of Operations and Chief Pilot listed in this operations specification must be direct employees of the certificate holder. The Director of Maintenance may or may not be a direct employee as indicated with their 14 CFR Part 119 position title.

Table 1 - Authorized Management Positions and Personnel

Part 119 Position Title	Name	Company Equivalent Position Title	Email Address
Chief Pilot, Part 135	Bean, David	Chief Pilot, Part 135	dave@havenasg.com
Dir. of Operations, Part 135	Fields, Harry Ben	Dir. of Operations, Part 135	harry@havenaero.com
Dir. of Maintenance, Part 135	Kemp, Nicholas	Dir. of Maintenance, Part 135	nick@havenasg.com

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

Digitally signed by Robert A Smith, Principal Avionics Inspector (SW13)
[1] EFFECTIVE DATE: 8/23/2024, [2] AMENDMENT #: 9
DATE: 2024.08.23 13:55:15 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.08.23 14:06:47 -05:00

A007 . Other Designated Persons

HQ Control: 12/19/2006
HQ Revision: 020

a. The following person is designated as the certificate holder's Agent for Service:

b. The following personnel are designated to officially apply for and receive operations specifications for the certificate holder as indicated below.

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

Title	Name	Parts Authorized
Dir. of Operations, Part 135	Fields, Harry Ben	A,B,C,D,E,H
Dir. of Maintenance, Part 135	Kemp, Nicholas	A,B,C,D,E
Chief Pilot, Part 135	Bean, David	A,B,C,H

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
Travis Lamance	travis@havenaero.com	806-595-0330	Both OPS/AW
Kemp, Nicholas	nick@havenaero.com	806-206-8282	Both OPS/AW
Fields, Harry Ben	harry@havenaero.com	806-676-9969	Both OPS/AW
Bean, David	dave@havenasg.com	806-676-9969	Both OPS/AW

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

Digitally signed by Robert A Smith, Principal Avionics Inspector (SW13)
[1] EFFECTIVE DATE: 8/23/2024, [2] AMENDMENT #: 8
DATE: 2024.08.23 13:55:23 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.08.23 14:07:10 -05:00

A008 . Operational Control

HQ Control: 01/28/2019
HQ Revision: 040

a. The system described or referenced below in this subparagraph must 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.

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:

(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 Part 119, § 119.53. In accordance with § 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 Part 121 or Part 135 (as applicable), 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 or lessor agree that the certificate holder is required to use the aircraft owner's or lessor's pilot in Part 135 operations;

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

(c) The aircraft owner or 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's or 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 preflight and postflight duties. The certificate holder is accountable for the actions and inactions of these persons during all of 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 Part 135, § 135.63.

(2) Aircraft Requirements.

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

(i) 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

(ii) 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.

(b) For each aircraft the certificate holder uses under these operations specifications, the aircraft owner or other lessee of the aircraft may operate the aircraft under 14 CFR 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:

(i) The certificate holder ensures that the maintenance of the aircraft continues to adhere to the certificate holder's maintenance program at all times; or

(ii) 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 and actual possession (directly or through the certificate holder's employees and agents) as specified in § 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) (DBA).

(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 Part 119, 121 or 135 as if that entity were the certificate holder.

(b) The certificate holder must not operate an aircraft under Part 135 under the legal 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 § 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 Part 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 who is a direct employee listed in operations specification A006, Management Personnel, 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 flights, 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 (GOM), 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 flightcrew members assigned to a flight or series of flights, in accordance with the policies, procedures, and standards prescribed by the certificate holder.

(A) Such non-management persons must meet the requirements of § 119.69(d), and their names, titles, and duties, responsibilities, and authorities must be specified in the GOM, or described in subparagraph a above; or

(B) For 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 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) ATC instructions, clearances and NOTAMs received from FAA or cognizant foreign ATC authorities,

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

(iii) Operation under the emergency authority of the PIC in accordance with Part 91, § 91.3(b), and /or Part 135, § 135.19(b).

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 12/19/2022, [2] AMENDMENT #: 5
DATE: 2022.12.19 10:29:46 -06:00

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

Travis Lamance, Dir. of Maintenance, Part 135 Date

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) Reference Panavia Air Taxi, LLC's Letter of Compliance, Section 135.83((a)3): Panavia Air Taxi, LLC is authorized to use Jeppeson Sanderson enroute charts, terminal area charts, and letdown charts for IFR operations. Panavia Air Taxi, LLC is authorized for the use of U.S. Terminal Procedures Publications, enroute charts, and VFR charts for VFR operations.

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

Morris, Gordon D. Principal Operations Inspector SW13

3. Date Approval is effective: 12/5/05 Amendment Number: 0
4. I hereby accept and receive the Operations Specifications in this paragraph.

Fields, Harry B. Chief Pilot, Part 135 Date: 12/5/05

A010 . Aviation Weather Information

HQ Control: 10/06/2020
HQ Revision: 04b

a. The certificate holder conducting 14 CFR Part 135 operations is authorized to use weather reporting facilities operated by the National Weather Service (NWS), a source approved by the NWS, or a source approved by the Administrator.

b. The Administrator approves the certificate holder to use the following sources of aviation weather information:

The NWS or a source approved by the NWS (within the 48 contiguous United States and the District of Columbia).

For reports of adverse weather phenomena: Pilot Weather Reports (PIREP) provided by aircraft of the same or similar type and size.

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

Table 1 - EWINS

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

d. In accordance with Part 135, § 135.213(b), the certificate holder is authorized to deviate from § 135.213(a) in accordance with A005 of these operations specifications and Table 2 of this operations specification.

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

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

e. If authorized in subparagraph b, the certificate holder may operate to destinations listed in Table 3 below with a published approach in a noncontiguous State under IFR and conduct an instrument approach without a destination METAR in accordance with the approved departure and en route weather evaluation procedures contained in the certificate holder's manual, reference: N/A.

Table 3 - Airports Served by FAA-Approved Noncertified Supplemental Weather Information

Airport ID	FAA-Approved Weather Info Techniques	Certificate Holder's Manual Reference for Training/Evaluation Procedures	REV.
N/A	N/A	N/A	N/A

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

Digitally signed by Gordon D. Morris, Principal Operations Inspector (SW13)
[1] SUPPORT INFO: Amended in accordance with FAA Notice 8900.563.
[2] EFFECTIVE DATE: 11/13/2020, [3] AMENDMENT #: 3
DATE: 2020.11.13 16:26:46 -06:00

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

Harry Ben Fields, Agent for Service Date

A011 . Approved Carry-On Baggage Program

HQ Control: 06/11/2020
HQ Revision: 030

a. The certificate holder is authorized to use an approved carry-on baggage program that meets the requirements of 14 CFR Section 121.589 described or referenced in this paragraph.

The carry-on-baggage program is described in the Panavia Aero Taxi LLC dba Haven Aero LLC General Operations Manual Revision 3, dated 04/20/2023. Guidance can be found predominately in Section 24.3.1 Carriage of Cargo Including Carry-On-Baggage with additional guidance in Section 20.1.1 Weight and Balance Procedures Passenger Weight and Section 24.2.1 Stowage of Food, Beverage, and Passenger Items.

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 11/30/2023, [2] AMENDMENT #: 1
DATE: 2023.12.01 06:35:42 -06:00

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

Digitally signed by Travis K Lamance, Dir. of Maintenance, Part 135
DATE: 2023.11.30 20:43:13 -06:00

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

Morris, Gordon D. Principal Operations Inspector SW13

3. Date Approval is effective: 12/5/05 Amendment Number: 0
4. I hereby accept and receive the Operations Specifications in this paragraph.

Fields, Harry B. Chief Pilot, Part 135 Date: 12/5/05

A015 . Autopilot in Lieu of Required Second-in-Command **HQ Control: 04/30/1998**
HQ Revision: 01b

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

a. The pilot-in-command has satisfactorily completed the proficiency check requirements of 14 CFR Section 135.297(g).

b. The installed autopilot system is operational in accordance with Section 135.105(c)(1).

AIRCRAFT M/M/S	AUTOPILOT SYSTEM MANUFACTURER/MODEL	ADDITIONAL CONDITIONS/LIMITATIONS
BE-300-300	GFC700	Refer to AFM Auto Pilot Supplement
BE-200-B200	Sperry SPZ-200A	Refer to AFM Auto Pilot Supplement
PC-12/45--	King KC325	Refer to AFM Auto Pilot Supplement
BE-200-B200	GFC700	Refer to AFM Auto Pilot Supplement
BE-65-90	GFC600	Refer to AFM Auto Pilot Supplement

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

Digitally signed by Corey Wehmeyer, Principal Maintenance Inspector (SW13)
[1] SUPPORT INFO: Addition of King Air 90
[2] EFFECTIVE DATE: 10/22/2024, [3] AMENDMENT #: 9
DATE: 2024.10.25 11:08:00 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.10.04 14:04:50 -05:00

A025 . Electronic Signatures, Electronic Recordkeeping Systems and Electronic Manual Systems

HQ Control: 12/11/2024
HQ Revision: 040

a. The certificate holder is authorized to use the electronic signatures, electronic recordkeeping systems, or electronic manual system listed in this operations specification.

b. The certificate holder is authorized to use an electronic signature to attest to, certify, endorse, or otherwise authenticate the items listed in Table 1. The following conditions apply:

(1) The certificate holder must notify the responsible Flight Standards office of changes to the electronic signature process.

(2) The certificate holder must revise the manual or document listed in Table 1 to reflect any changes to the electronic signature process.

Table 1 - Electronic Signatures

Kind of Electronic Signature	Manual or Document Containing the Electronic Signature Process

c. The certificate holder is authorized to use the electronic recordkeeping system(s) listed in Table 2 to maintain records and make them available in accordance with the 14 CFR Part 135 recording and recordkeeping requirements. The following conditions apply:

(1) The certificate holder must have a process for software revision control.

(a) The software revision control process must be contained in the manual or document listed in Table 2.

(b) The software revision control process must include certificate holder notification to the responsible Flight Standards office whenever software revisions affect the following items:

(i) Record entry.

(ii) Record display.

(iii) Record access.

(iv) Data quality.

Table 2 – Electronic Recordkeeping System(s)

Kind of Record	Name of Electronic System	Manual or Document Containing the Electronic Recordkeeping System Description
Aircraft Status Form	JetInsight	General Operations Manual Revision 4

Kind of Record	Name of Electronic System	Manual or Document Containing the Electronic Recordkeeping System Description
Preflight Log and Flight Load Manifest	JetInsight	General Operations Manual Revision 4
Post Flight Log	JetInsight	General Operations Manual Revision 4

d. The certificate holder is authorized to use the electronic manual system described in the master manual listed in Table 3 to maintain, distribute, and otherwise make available the certificate holder's manuals in accordance with the requirements of Part 135.

(1) The certificate holder must notify the responsible Flight Standards office of changes to the electronic manual system.

(2) The certificate holder must revise the master manual listed in Table 3 to reflect any changes to the electronic manual system.

Table 3 - Electronic Manual System

Master Manual Containing the Electronic Manual System Description and List of Electronic Manuals
Master Manual Electronic Manuals & Electronic Recordkeeping

e. The certificate holder is approved to provide electronic access to the minimum equipment list(s) (MEL) for the aircraft listed in Table 4.

Table 4 – Electronic Access to Minimum Equipment List(s)

MEL by Aircraft M/M or M/M/S as Specified by MEL
BE-200-B200
BE-300-300
BE-400-A
BE-65-90
DASSAULT-FALCON-900B
PC-12/45--

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

Digitally signed by Robert A Smith, Principal Avionics Inspector (SW13)
[1] EFFECTIVE DATE: 1/7/2025, [2] AMENDMENT #: 5
DATE: 2025.01.07 14:24:10 -06:00

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

Nicholas Kemp, Dir. of Maintenance, Part 135	Date

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
Flight Safety International: PC12 Training Satellite	3201 East Airfield Drive	DFW Airport	Texas	75261	U4JJX	Initial, upgrade, recurrent, requalification, recent experience, qualification and differences	PC-12/45--	12/23/2023

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, Inc DA-900	2929 W. Airfield Drive	Dallas	Texas	75261	ST7X359K	Initial, upgrade, recurrent, requalification, recent experience, qualification and differences	DASSAULT-FALCON-900B	04/02/2024
Flight Safety International Wichita East Training Center BE400A Training	9721 East Central Avenue	Wichita	Kansas	67206	U1JX	Initial, upgrade, recurrent, requalification, recent experience, qualification and differences	BE-400-A	12/23/2023
CAE Simuflite, Inc BE-300	2929 W. Airfield Drive	Dallas	Texas	75261	ST7X359K	Initial, upgrade, recurrent, requalification, recent experience, qualification and differences	BE-300-300	08/15/2024

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 9/24/2024, [2] AMENDMENT #: 7
DATE: 2024.09.24 10:09:13 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.08.23 13:19:33 -05:00

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.

No pilot may take off an aircraft that has frost, ice, or snow adhering to any rotor blade, propeller, windshield, wing, stabilizing or control surface, to a powerplant installation, or to an airspeed, altimeter, rate of climb, or flight attitude instrument system.
No certificate holder may authorize an airplane to take off and no pilot may take off an airplane any time conditions are such that frost, ice, or snow may reasonably be expected to adhere to the airplane unless a pretakeoff contamination check has been completed within 5 minutes prior to beginning take off. A pretakeoff contamination check is a check conducted outside the aircraft to ensure the wings and control surfaces are free of frost, ice, or snow.

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

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

Morris, Gordon D. Principal Operations Inspector SW13

3. Date Approval is effective: 12/5/05 Amendment Number: 0
4. I hereby accept and receive the Operations Specifications in this paragraph.

Fields, Harry B. Chief Pilot, Part 135 Date: 12/5/05

A046 . Single Engine IFR (SEIFR) Passenger-Carrying Operations Under CFR Part 135

HQ Control: 08/04/2017
HQ Revision: 02a

a. The certificate holder is authorized to conduct single engine 14 CFR Part 135 passenger-carrying operations under instrument flight rules (IFR) according to the provisions and limitations in this operations specification.

b. Operational Procedures. Takeoff contingency planning must include maneuvers and procedures in case of engine failure.

c. Training. The flightcrew must have successfully completed the certificate holder's approved training program curriculum segments for IFR operations, as appropriate, and the pilot-in-command must be checked for competency and/or proficiency by an authorized check airman or FAA inspector for IFR operations in accordance with Part 135, §§ 135.293, 135.297, and 135.299.

d. Inoperable Equipment. All equipment required for passenger-carrying operations under § 135.163 is considered essential for the safe conduct of the operation. Therefore, in accordance with § 135.179(b)(3), that required equipment may not be included in the minimum equipment list and must be operational before takeoff under IFR for passenger-carrying operations.

e. Additional Maintenance Requirements. In addition to the equipment required in § 135.163, the certificate holder must ensure the following requirements are met:

(1) The registration number, serial number and aircraft make/model/series of the aircraft to be used must be identified in paragraph D103, as appropriate, of these operations specifications.

(2) Unless there is an appropriately qualified second-in-command as a flightcrew member, the aircraft must be equipped with a functional autopilot in accordance with §§ 135.101 and 135.105.

(3) The certificate holder must establish an engine trend monitoring program in accordance with § 135.421.

(4) Written instructions containing the methods, techniques, and practices necessary to maintain the equipment specified in §§ 135.105 and 135.163(f) and (h) must be included in the maintenance program as required by § 135.421.

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 12/19/2022, [2] AMENDMENT #: 0
DATE: 2022.12.19 10:30:07 -06:00

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

Travis Lamance, Dir. of Maintenance, Part 135 Date

A055 . Carriage of Hazardous Materials (HazMat) **HQ Control: 07/06/2023**
HQ Revision: 01b

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 all their hazmat employees, contractors, and subcontractors have been trained in accordance with 49 CFR part 172 subpart H, or as outlined in the most current edition of the International Civil Aviation Organization (ICAO) Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air, as applicable.

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

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

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

Digitally signed by Robert A Smith, Principal Avionics Inspector (SW13)
[1] EFFECTIVE DATE: 6/4/2024, [2] AMENDMENT #: 2
DATE: 2024.06.04 11:54:14 -05:00

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

Digitally signed by Nicholas W Kemp, Chief Maintenance Officer
DATE: 2024.06.04 11:46:57 -05:00

A057 . Eligible On-Demand Operations

HQ Control: 12/17/2003
HQ Revision: 000

a. The certificate holder is authorized to conduct eligible on-demand operations in accordance with 14 CFR Section 135.4.

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

Table 1

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

(1) If a deviation is granted for 14 CFR Section 135.4 (a)(2)(i) or (a)(4) per Table 1 of this operations specification, it is valid for a maximum of 90 days.
(2) After 90 days, the deviation automatically becomes invalid and must be re-issued for extension and re-validation.

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

Panavia Air Taxi, LLC GOM Ch 11.3 and 20.5

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

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 4/4/2023, [2] AMENDMENT #: 0
DATE: 2023.04.04 11:49:28 -05:00

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

Digitally signed by Travis K Lamance, Agent for Service
DATE: 2023.03.30 09:37:57 -05:00

A061 . Electronic Flight Bag (EFB) Program

HQ Control: 11/07/2017
HQ Revision: 020

a. The certificate holder is authorized to conduct aircraft operations using an Electronic Flight Bag (EFB) in the aircraft listed in Table 1, below, as part of an authorized EFB Program, and in accordance with the limitations and provisions of this operations specification.

Table 1 - Aircraft Authorized Under An EFB Program

Aircraft M/M/S	Remarks/Limitations
BE-200-200	Refer to General Operations Manual section 33-1 EFB Procedures
BE-200-B200	Refer to General Operations Manual section 33-1 EFB Procedures
PC-12/45--	Refer to General Operations Manual section 33-1 EFB Procedures
BE-400-A	Refer to General Operations Manual section 33-1 EFB Procedures

b. Training Program. The certificate holder's approved training program must include appropriate crewmember training on the use of authorized EFBs.

c. Database Management. The certificate holder must specify in its manual the procedures for updating and maintaining any databases necessary to perform the intended functions of each EFB.

d. Functionality. The certificate holder is responsible to ensure that each EFB and associated software will provide the necessary data, information, functionality, and solutions to perform the intended flight functions and, if not, provide substitute information in non-electronic form.

e. EFB Maintenance. The certificate holder's maintenance program must include and document the required maintenance for each authorized EFB.

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 9/24/2024, [2] AMENDMENT #: 5
DATE: 2024.09.24 10:09:13 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.08.23 13:22:23 -05:00

A062 . Second in Command Professional Development Program (SIC PDP)

HQ Control: 11/26/2018
HQ Revision: 000

a. The certificate holder is authorized to conduct Title 14 of the Code of Federal Regulations (14 CFR) Part 91 and Part 135 operations using the multiengine airplanes or single-engine, turbine-powered airplanes listed in Table 1 below, under a Second in Command Professional Development Program (SIC PDP) that meets the requirements of Part 135, § 135.99(c).

Table 1 – Airplanes Under an SIC PDP

Airplane Make/Model/Series	Remarks/Limitations
BE-200-200	
BE-200-B200	
PC-12/45--	

b. Additional Requirements for Part 91 Operations. In addition to the requirements of § 135.99(c), the following requirements apply to flights conducted under Part 91:

(1) The certificate holder must maintain responsibility for operational control using the system described in operations specification A008, Operational Control.

(2) Crewmembers must use the manual required by § 135.21 and the operating information required by § 135.83.

(3) For multiengine airplanes, the certificate holder must meet the recordkeeping requirements of § 135.63(c) and (d).

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 12/28/2023, [2] AMENDMENT #: 0
DATE: 2023.12.28 07:02:52 -06:00

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

Digitally signed by Travis K Lamance, Dir. of Maintenance, Part 135
DATE: 2023.12.27 17:28:35 -06:00

A096 . Actual Weight Program For All Aircraft **HQ Control: 06/11/2020**
HQ Revision: 020

a. The certificate holder is authorized to use only actual weights when determining the aircraft weight and balance for all aircraft. This includes:

(1) Actual weights of all passengers and bags (including carry-on, checked, plane-side loaded, and heavy bag weights) and cargo, or

(2) Solicited ("asked") passenger weight plus 10 pounds and the actual weight of bags and cargo.

b. In accordance with the certificate holder's issued operations specification A011, the certificate holder is authorized to use an approved Carry-On Baggage Program..

c. The following aircraft must use actual weights:

(1) All single-engine aircraft, with the exception of single engine turbine-powered HAA operations

(2) All reciprocating engine-powered aircraft, and

(3) All aircraft certificated with less than five (5) passenger seats, with the exception of single engine turbine-powered HAA operations.

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage, listed in Table 1 below.

Table 1 – Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and their Baggage

Authorized Weights	Expiration Date
Authorized person actual weight	N/A

e. For cargo-only operated aircraft, flightcrew member weights and flightcrew member bag weights, may be included in the basic operating weight of the aircraft.

f. The following loading schedules and instructions listed in Table 2 below must be used for routine operations.

Table 2 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedules Instructions	Weight and Balance Control Procedures
BE-300-300	iPreFlight	Electronic	Refer to Aircraft Flight Manual and Pilot Operating Handbook, weight and balance section 6.
BE-200-B200	iPreFlight	Electronic	Refer to Aircraft Flight Manual and Pilot Operating Handbook, weight and balance section 6.

Aircraft M/M/S	Type Loading Schedule	Loading Schedules Instructions	Weight and Balance Control Procedures
PC-12/45--	iPreFlight	Electronic	Refer to Aircraft Flight Manual and Pilot Operating Handbook, weight and balance section 6.
BE-400-A	iPreFlight	Electronic	Refer to Aircraft Flight Manual and Pilot Operating Handbook, weight and balance section 6.

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 9/24/2024, [2] AMENDMENT #: 8
DATE: 2024.09.24 10:09:13 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.08.23 13:23:47 -05:00

A449 . Antidrug and Alcohol Misuse Prevention Program **HQ Control: 07/17/2009**
HQ Revision: 00a

a. The certificate holder who operates under Title 14 Code of Federal Regulations (CFR) Part 135 certifies that it will comply with the requirements of 14 CFR Part 120 and 49 CFR Part 40 for its Antidrug and Alcohol Misuse Prevention Program.

b. Antidrug and Alcohol Misuse Prevention Program records are maintained and available for inspection by the FAA's Drug Abatement Compliance and Enforcement Inspectors at the location listed in Table 1 below:

Table 1

	Location of Antidrug and Alcohol Misuse Prevention Program Records:	Telephone Number:
Address:	1102 Baker St.	806-206-8282
Address:	N/A	
City:	Amarillo	
State:	TX	
Zip Code:	79111	

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.

Notwithstanding the requirements of this operations specification, the certificate holder operating government-owned aircraft is authorized to use the substance abuse and drug testing program mandated by DOT Order No. 3910.14C, "The Drug and Alcohol-

Free Departmental Workplace," for its management, pilot, and maintenance personnel, in lieu of certain drug and alcohol program requirements contained in 14 CFR Part 120.

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

Digitally signed by Robert A Smith, Principal Avionics Inspector (SW13)
[1] EFFECTIVE DATE: 5/16/2024, [2] AMENDMENT #: 3
DATE: 2024.05.17 13:37:01 -05:00

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

Digitally signed by Nicholas W Kemp, Chief Maintenance Officer
DATE: 2024.05.16 11:34:43 -05:00

<table>
<tr><th colspan="3">AIR OPERATOR CERTIFICATE</th></tr>
<tr><td rowspan="2"></td><td>State of the Operator
United States of America</td><td rowspan="2"></td></tr>
<tr><td>Issuing Authority
Federal Aviation Administration</td></tr>
<tr><td>AOC #: VYXA423L</td><td>Panavia Air Taxi, LLC</td><td rowspan="4">Operational Points of Contact:
Harry Ben Fields - Chief Pilot
Travis Lamance - Director of Maintenance
Travis Lamance - Agent for Service
Contact details, at which operational management can be contacted without undue delay, are listed in Operations Specifications page A007, Table 2.</td></tr>
<tr><td></td><td></td></tr>
<tr><td>Expiration Date : N/A</td><td>Dba:
Haven Aero, LLC</td></tr>
<tr><td></td><td>Operator Address:
11021 Baker st.
Amarillo, Texas 79111

Telephone: 806-595-0330
Fax: 806-242-0020
E-mail:
travis@havenaero.com</td></tr>
<tr><td colspan="3">This certificate certifies that Panavia Air Taxi, LLC is authorized to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual and the 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..</td></tr>
<tr><td>Date of Issue:
03/11/2022</td><td colspan="2">Name: Gordon D. Morris
Title: Aviation Safety Inspector</td></tr>
</table>

CERTIFICATION STATEMENT

I hereby certify that the attached is a true copy of the Panavia Air Taxi, LLC AOC issued at SW13 - Lubbock (LBB) on December 5, 2005 by the FAA.

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

Digitally signed by Robert A Smith, Principal Avionics Inspector (SW13)
[1] EFFECTIVE DATE: 6/13/2024, [2] AMENDMENT #: 4
DATE: 2024.06.13 11:13:45 -05:00

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

Digitally signed by Nicholas W Kemp, Chief Maintenance Officer
DATE: 2024.06.13 11:08:39 -05:00

Table of Contents

Part B

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

Morris, Gordon D. Principal Operations Inspector SW13

3. Date Approval is effective: 12/5/05 Amendment Number: 0
4. I hereby accept and receive the Operations Specifications in this paragraph.

Fields, Harry B. Chief Pilot, Part 135 Date: 12/5/05

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

Rivera, Juan Principal Operations Inspector SW13

4. Date Approval is effective: 3/30/09 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

Fields, Harry B. Agent for Service Date: 3/30/09

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

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

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

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

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

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

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

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

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

Table 1 – Aircraft, Navigation Systems, and Navigation Performance

Aircraft M/M/S	Area Navigation Systems Manufacturer	Model	Navigation Performance	Limitations and Conditions
BE-300-300	Garmin	G1000	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and the Garmin G530W Handbook
BE-200-B200	Garmin	G1000	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and the Garmin G1000 Handbook
PC-12/45--	Garmin	GNS530W	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and the Garmin G530W Handbook
BE-400-A	Collins	AMS-5000	B-RNAV/RNAV 5 (+/-5NM), and P-	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook,

Aircraft M/M/S	Area Navigation Systems Manufacturer	Model	Navigation Performance	Limitations and Conditions
			RNAV (+/-1NM)	supplements section, and the Collins AMS-5000 Handbook
BE-200-B200	Garmin	GTN750	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and the Garmin GTN750 Handbook
DASSAULT-FALCON-900B	Universal	UNS-1FW	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and the Universal UNS-1FW Handbook
BE-65-90	Garmin	GTN750	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	

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.

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

Digitally signed by Corey Wehmeyer, Principal Maintenance Inspector (SW13)
[1] SUPPORT INFO: Addition of King Air 90
[2] EFFECTIVE DATE: 10/22/2024, [3] AMENDMENT #: 9
DATE: 2024.10.25 11:08:00 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.10.04 14:10:22 -05:00

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

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

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

Table 1 – Airplane(s), RNAV Equipment, Navigation Specification(s)

Airplane Type (M/M/S)	Navigation Equipment			Navigation Specification(s)	Additional Capabilities	Limitations and Conditions
	Manufacturer	Model HW/ Part#	Software Part/ Version/ Revision #			
BE-300-300	Garmin	G1000	2286.05	RNAV 2	N/A	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and Garmin G1000 Handbook.
BE-200-B200	Garmin	GTN750	6.71	RNAV 2	N/A	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and Garmin GTN750 Handbook.
PC-12/45--	Garmin	GNS530W	5.40	RNAV 2	N/A	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and Garmin GTN-530W Handbook.
BE-400-A	Collins	AMS-5000	832-4118-012	RNAV 2	N/A	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and Collins AMS-5000 Handbook.
BE-200-B200	Garmin	G1000	2286.05	RNAV 2	N/A	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and Garmin G1000 Handbook.

Airplane Type (M/M/S)	Navigation Equipment			Navigation Specification(s)	Additional Capabilities	Limitations and Conditions
	Manufacturer	Model HW/ Part#	Software Part/ Version/ Revision #			
DASSAULT-FALCON-900B	Universal	UNS-1FW	1001.2	RNAV 2	N/A	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and Universal UNS-1FW Handbook.

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

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

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

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

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

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

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

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

(6) If the Part 135 certificate holder has no operations manual, the approved procedures for the domestic RNAV Q-route authorization are as follows: .

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 9/24/2024, [2] AMENDMENT #: 11
DATE: 2024.09.24 10:21:42 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.08.23 13:27:08 -05:00

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

HQ Control: 08/17/2016
HQ Revision: 01b

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

b. Required Altitude-Keeping Equipment. The certificate holder must not takeoff an airplane for flight within airspace where RVSM is applied unless the Administrator has approved the following aircraft systems for RVSM operations and they are available, operational, and properly maintained:

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

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

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

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

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

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

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

(3) One altitude alert system.

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

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

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

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

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

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

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 4/4/2023, [2] AMENDMENT #: 0
DATE: 2023.04.04 11:52:11 -05:00

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

Digitally signed by Travis K Lamance, Agent for Service
DATE: 2023.03.30 09:40:34 -05:00

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

HQ Control: 09/12/1997
HQ Revision: 020

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

Authorized Areas of En Route Operation	Reference Paragraphs	Note Reference #
Canada - Excluding Canadian MNPS airspace	B031	
Mexico	B031, B034, B450	1
USA - The 48 contiguous United States and the District of Columbia	B031, B034, B035	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.

Note Reference #	Limitations Provisions and Special Requirements
1	Class I Navigation only. Extended overwater operations, and Q-Routes over the Gulf of Mexico are prohibited.

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

Digitally signed by Gordon D Morris, Principal Operations Inspector (SW13)
[1] SUPPORT INFO: This amenment is to address terminology changes from the amendment.
[2] EFFECTIVE DATE: 1/18/2013, [3] AMENDMENT #: 1
DATE: 2013.01.18 14:51:20 -06:00

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

Fields, Harry Ben, Agent for Service Date

B450 . Sensitive International Areas

HQ Control: 09/27/2017
HQ Revision: 01a

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 on the FAA's Prohibitions, Restrictions and Notices page at web address: www.faa.gov/air_traffic/publications/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: United States, Canada, and islands/nations in Caribbean Sea excluding the Havana FIR. The certificate holder will review the list of countries on the FAA website upon email notification, but no less than 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
Mexico	Flight Into/Out Of	N/A	On demand	Passenger and Cargo

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

Table 2 - Responsible Persons/Organization

Person(s) / Organization	Person(s) Title / Organization	Phone Number	Email Address
Harry Ben Fields	Agent for Service, Panavia Air Taxi, LLC	hp 806-358-9989 fax 806-242-0020 cell 806-6769969	harry@havenaero.com

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 12/19/2022, [2] AMENDMENT #: 1
DATE: 2022.12.19 10:42:09 -06:00

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

Travis Lamance, Dir. of Maintenance, Part 135 Date

C049 . Destination Airport Analysis Program

HQ Control: 12/02/2003
HQ Revision: 000

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

Panavia Air Taxi, LLC GOM Ch 11.3 and Ch 20.5

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

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 4/4/2023, [2] AMENDMENT #: 0
DATE: 2023.04.04 11:52:12 -05:00

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

Digitally signed by Travis K Lamance, Agent for Service
DATE: 2023.03.30 09:41:13 -05:00

Table of Contents

Part C

C051 . Terminal Instrument Procedures **HQ Control: 09/12/2012**
HQ Revision: 02b

a. The certificate holder is authorized to conduct terminal instrument operations using the procedures and minima specified in these operations specifications, provided one of the following conditions is met:

(1) The terminal instrument procedure used is prescribed by these operations specifications.

(2) The terminal instrument procedure used is prescribed by Title 14 Code of Federal Regulations (CFR) Part 97, Standard Instrument Approach Procedures.

(3) At U.S. military airports, the terminal instrument procedure used is prescribed by the U.S. military agency operating the airport.

(4) If authorized foreign airports, the terminal instrument procedure used at the foreign airport is prescribed or approved by the government of an ICAO contracting state. The terminal instrument procedure must be constructed using criteria based on FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS); or ICAO Document 8168-OPS; Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS), Volume II; or Military Instrument Procedures Standardization (MIPS); or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on TERPS, EU-OPS 1, Aerodrome Operating Minimums or ICAO Doc 9365, Manual of All Weather Operations, Third Edition.

b. If applicable, Special Limitations, and Provisions for Instrument Approaches at Foreign Airports.

(1) Terminal instrument procedures may be developed and used by the certificate holder for any foreign airport, provided the certificate holder makes a determination that each procedure developed is equivalent to U.S. TERPS, ICAO PANS-OPS, MIPS criteria, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or CMV is based on TERPS, EU-OPS 1 or ICAO Document 9365. The certificate holder shall submit to the FAA a copy of the terminal instrument procedure with supporting documentation.

(2) At foreign airports, the certificate holder shall not conduct terminal instrument procedures determined by the FAA to be “not authorized for United States air carrier use.” In these cases, the certificate holder may develop and use a terminal instrument procedure provided the certificate holder makes a determination that each procedure developed is equivalent to U.S. TERPS, ICAO PANS-OPS, MIPS criteria, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or CMV is based on TERPS, EU-OPS 1 or ICAO Document 9365. The certificate holder shall submit to the FAA a copy of the terminal instrument procedure with supporting documentation.

(3) When the minima are specified only in meters, the certificate holder shall use the metric operational equivalents as specified in the RVR Conversion Table (Table 1) or the Meteorological Visibility Conversion Table (Table 2) for both takeoff and landing. Values not shown may be interpolated.

Table 1

RVR Conversion

Feet	Meters
300 ft	75 m
400 ft	125m
500 ft	150 m
600 ft	175 m
700 ft	200 m
1000 ft	300 m
1200 ft	350 m
1400 ft	450 m
1600 ft	500 m
1800 ft	550 m
2000 ft	600 m
2100 ft	650 m
2400 ft	750 m
3000 ft	1000 m
4000 ft	1200 m
4500 ft	1400 m
5000 ft	1500 m
6000 ft	1800 m

Table 2

Meteorological Visibility Conversion

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

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

Table 3

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

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

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

Digitally signed by Gordon D Morris, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 11/14/2012, [2] AMENDMENT #: 1
DATE: 2012.11.14 17:34:07 -06:00

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

Fields, Harry Ben, Agent for Service	Date

C052 . Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima – All Airports

HQ Control: 12/14/2020
HQ Revision: 07d

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

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance(APV)	Precision Approach Procedures (ILS & GLS)
GPS	SDF with glideslope	ILS
LOC		ILS/DME
LOC BC		
LOC/BC/DME		
LOC/DME		
LDA		
VOR		

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

b. Conditions and Limitations.

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

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

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

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

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

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

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

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

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

(4) Unless otherwise authorized by these operations specifications, the certificate holder may not conduct any RNP authorization required (RNP AR) operations.

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

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

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

c. Reduced Precision CAT I Landing Minima.

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

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

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

(c) The flightcrew must demonstrate proficiency in ILS, GLS, and /or RNAV (GPS) with LPV DA/HAT less than 250 feet 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. These Operations Specifications are approved by direction of the Administrator.

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 12/19/2022, [2] AMENDMENT #: 2
DATE: 2022.12.19 10:59:02 -06:00

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

Travis Lamance, Dir. of Maintenance, Part 135 Date

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

HQ Control: 11/28/2017

HQ Revision: 03a

a. High-Minimum PIC Provisions. A PIC who has not met the requirements of 14 CFR Part 135, § 135.225(e), must use the high-minimum pilot RVR landing minimum equivalents as determined from Table 1 below.

Table 1 – High-Minimum PIC RVR Landing Minimum Equivalents

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

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

(1) A PIC of a turbojet airplane must not conduct an IAP when visibility conditions are reported to be less than ¾ statute mile (sm) or RVR 4000 until that pilot has been specifically qualified to use the Lower Landing Minimums (LLM).

(2) If the destination visibility conditions are forecast to be less than ¾ sm or RVR 4000, the following conditions must be met:

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

(b) Precision instrument (all weather) runway markings or runway centerline (RCL) lights must be operational on that runway unless authorized to conduct Enhanced Flight Vision System (EFVS) operations and use EFVS operational minimums.

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

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 8/29/2023, [2] AMENDMENT #: 0
DATE: 2023.08.29 07:03:22 -05:00

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

Digitally signed by Travis K Lamance, Dir. of Maintenance, Part 135
DATE: 2023.08.28 20:53:54 -05:00

C055 . Alternate Airport IFR Weather Minimums **HQ Control: 12/04/2018**
HQ Revision: 050

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

Table 1 - Alternate Airport IFR Weather Minimums

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

b. Special Limitations and Provisions.

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

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

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

(4) All conditional forecast elements below the lowest applicable operating minimums must be taken into account. Additives are applied only to the height value (H) rounded up to the next 100 ft value (if not a multiple of 100) to determine the required ceiling.

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

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

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

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

Table 2 - GPS-Based IAP Authorizations

Airplane M/M/S	Conditions and Limitations	Remarks
BE-200-B200	Subparagraph b8(e)(iii)	Garmin GNS750
PC-12/45--	Subparagraph b8(e)(iii)	Garmin GNS-530W
BE-200-200	Subparagraph b8(e)(iii)	Garmin GNS-530W
BE-400-A	Subparagraph b8(e)(iii)	Collins AMS5000
BE-200-B200	Subparagraph b8(e)(iii)	Garmin G1000

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

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

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

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

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

(i) The certificate holder must have a navigation system, either a TSO-C129( ) or a TSO-C196( ), that includes fault detection and exclusion (FDE) capability to utilize GPS-based IAP at either the destination or an alternate (not both). At the alternate, if not equipped with barometric vertical navigation (baro-VNAV) the certificate holder must only plan to lateral navigation (LNAV) (or circling) minimum descent altitude (height) (MDA(H)).

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

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

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

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

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 9/24/2024, [2] AMENDMENT #: 10
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.08.23 13:28:28 -05:00

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

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

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

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

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

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

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

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

Morris, Gordon D. Principal Operations Inspector SW13

3. Date Approval is effective: 2/21/07 Amendment Number: 1
4. I hereby accept and receive the Operations Specifications in this paragraph.

Fields, Harry B. Chief Pilot, Part 135 Date: 2/21/07

C063 . Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations **HQ Control: 03/07/2016**
HQ Revision: 04b

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

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

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

Airplane M/M/S	Compliant RNAV System(s) and Software			Navigation Specification (s)	Additional Capabilities	Limitations and Provisions
	Manufacturer	Model/HW Part #	Software Part/Ver. #			
BE-200-200	Garmin	GNS530W	5.40	RNP 1/RNAV 1	N/A	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and Garmin GNS-530W Handbook.
BE-200-B200	Garmin	GTN750	6.71	RNP 1/RNAV 1	N/A	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and Garmin GTN750 Handbook.
PC-12/45--	Garmin	GNS530W	5.40	RNP 1/RNAV 1	N/A	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and Garmin GNS-530W Handbook.
BE-400-A	Collins	AMS-5000	832-4118-	RNP 1/RNAV 1	N/A	Refer to the Aircraft Flight Manual and the Pilot Operating

Airplane M/M/S	Compliant RNAV System(s) and Software			Navigation Specification (s)	Additional Capabilities	Limitations and Provisions
	Manufacturer	Model/HW Part #	Software Part/Ver. #			
			012			Handbook, supplements section, and Collins AMS-5000 Handbook.
BE-200-B200	Garmin	G1000	2286.05	RNP 1/RNAV 1	N/A	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and Garmin G1000 Handbook.
DASSAULT-FALCON-900B	Universal	UNS-1FW	1001.2	RNP 1/RNAV 1	N/A	Refer to the Aircraft Flight Manual and the Pilot Operating Handbook, supplements section, and Universal UNS-1FW Handbook.

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

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

e. Flightcrew Qualifications. Flightcrews must not conduct operations approved by this operations specification until qualified in accordance with the certificate holder's approved training program for RNAV 1 and/or RNP 1 DPs, STARs operations, and/or TAs.

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

N/A

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 9/24/2024, [2] AMENDMENT #: 1
DATE: 2024.09.24 10:23:07 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
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C064. Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower-- Nonscheduled Passenger and All-Cargo Operations

HQ Control: 12/17/03
HQ Revision: 03a

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

a. The certificate holder is authorized to conduct these operations, provided that the certificate holder determines that:

(1) The airport is served by an authorized instrument approach procedure.

(2) The airport has an approved source of weather or in accordance with the provisions for conducting the flight under the eligible on-demand authorization.

(3) The airport has a suitable means for the pilot-in-command to acquire timely air traffic advisories and the status of airport services and facilities.

(4) The facilities and services necessary to safely conduct IFR operations are available and operational at the time of the particular operation.

b. The certificate holder is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G airspace or at airports without an operating control tower provided that at the time of any operation to that alternate or diversionary airport, the certificate holder determines that the provisions specified in subparagraphs a(1) through (4) are met.

c. Except as provided in operations specifications paragraph C077, all 14 CFR Part 135 turbojet and all Part 121 operations in the terminal area are conducted under instrument flight rules.

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

Morris, Gordon D. Principal Operations Inspector SW13

3. Date Approval is effective: 12/5/05 Amendment Number: 0
4. I hereby accept and receive the Operations Specifications in this paragraph.

Fields, Harry B. Chief Pilot, Part 135 Date: 12/5/05

C071 . Autopilot Minimum Use Altitudes/Heights (MUH) **HQ Control: 02/03/2014**
HQ Revision: 010

a. The certificate holder is authorized to use autopilot minimum use altitudes/heights (MUH) in accordance with 14 CFR Part 135, § 135.93 and the limitations and provisions of this operations specification.

b. Approved Airplanes and Equipment. The certificate holder is authorized to operate with the approved airplanes and autopilot systems listed in Table 1 at the associated MUHs. Airplanes with the same M/M/S, but equipped with a different autopilot model/version must be listed separately.

c. MUHs. Takeoff/initial climb and go-around/missed approach altitudes/heights are minimum engagement altitudes/heights. Enroute and Approach MUHs are autopilot disengage altitudes/heights. These altitudes/heights must be listed in Table 1 for each individual phase of flight. The altitudes/heights listed in Table 1 are above airport elevation, terrain or touchdown zone elevation (TDZE) unless associated with a DA/H or MDA. If a height is not specified in the Airplane Flight Manual (AFM), AFM Supplement or designated by the Administrator, a minimum altitude/height will be indicated in Table 1. These are: Takeoff/Initial Climb; 500ft., Enroute; 500 ft., and Approach; MDA/DA/H minus 50 ft. An altitude/height determined by the Administrator will be annotated with the acronym FAA next to the number (e.g., 150 ft. (FAA)).

Table 1 - Approved Airplanes, Equipment and MUHs

Airplane Type (M/M/S)	Autopilot Manufacturer	Autopilot Model/Version	Minimum Use Heights/Altitudes (feet)		
			Takeoff/Initial Climb	Enroute	Approach
BE-200-B200	Sperry	SPZ-200A	500 ft	500 ft	200ft
PC-12/45--	King	KCS325	500 ft	500 ft	200ft
BE-200-200	King	KMC340	500 ft	500 ft	200ft
BE-400-A	Collins	APS-4000	500 ft	500 ft	200ft
BE-200-B200	Garmin	GFC700	500 ft	500 ft	200ft
DASSAULT-FALCON-900B	Sperry	DFZ-800	1000 ft	1000 ft	200ft
BE-65-90	Garmin	GFC-600	500 ft	500 ft	200ft

d. Limitations and Provisions. Operations specification C071 does not replace or override operations specifications C059, C060 or C061.

(1) Operations. The certificate holder must not engage the autopilot unless the autopilot system is fully operational. The certificate holder must conduct operations in accordance with the airworthiness certification of the autopilot system.

(2) Airworthiness. The certificate holder must maintain the airplanes and equipment listed in Table 1.

e. Required Training. The flightcrew must have successfully completed the certificate holder's approved training program curriculum on the equipment and instrument approach procedures (IAP) to be used.

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

Digitally signed by Corey Wehmeyer, Principal Maintenance Inspector (SW13)
[1] SUPPORT INFO: Addition of King Air 90
[2] EFFECTIVE DATE: 10/22/2024, [3] AMENDMENT #: 6
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.10.04 14:15:51 -05:00

C073 . Vertical Navigation (VNAV) Instruction Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)

HQ Control: 11/16/2022

HQ Revision: 04c

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

Table 1 - Authorized Airplanes and Equipment

Airplane Type (M/M/S)	Area Navigation System (Model/Version)	Remarks
BE-200-B200	Garmin 750	Refer to Aircraft Flight Manual, and Garmin 750 Handbook for use and limitations.
PC-12/45--	Garmin GNS530W	Refer to Aircraft Flight Manual, and Garmin GNS530W Handbook for use and limitations.
BE-300-300	Garmin G1000	Refer to Aircraft Flight Manual, and Garmin G1000 Handbook for use and limitations.
BE-400-A	Collins AMS5000	Refer to Aircraft Flight Manual, and Collins AMS5000 Handbook for use and limitations.
BE-200-B200	Garmin G1000	Refer to Aircraft Flight Manual, and Garmin G1000 Handbook for use and limitations.
BE-65-90	Garmin 750	Refer to Aircraft Flight Manual, and Garmin 750 Handbook for use and limitations.

b. This operations specification provides protection for the temporary altitude loss below the MDA when performing a missed approach at an MDA when used as a DA. The use of an MDA as a DA does not ensure obstacle clearance when continuing the approach from the MDA to the landing runway. The certificate holder must see and avoid obstacles between the MDA and the runway when 14 CFR Part 91, § 91.175 requirements are met and the approach is continued below the MDA for landing.

Note: A vertical descent angle (VDA) is advisory. Flying the published VDA below the MDA does not guarantee obstacle clearance.

c. Authorized Approaches. The certificate holder may fly all 14 CFR Part 97 nonprecision straight-in instrument approach procedures (IAP) listed in their operations specification C052, Table 1, Authorized Instrument Approach Procedures, columns 1 and 2 using an MDA as a DA if the approach being flown meets the requirements of subparagraph (1) or (2) below:

(1) Serves a runway that has a published RNAV IAP (“RNAV (GPS),” “RNAV (RNP),” or “GPS” in the title) with a published lateral navigation (LNAV)/VNAV or Required Navigation Performance (RNP) DA, and:

(a) Is selected from an approved and current database.

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

(c) The MDA is equal to or higher than the LNAV/VNAV or RNP DA.

(d) Has a published VDA coincident with or higher than the barometric vertical guidance (glideslope (GS)) on the published RNAV IAP. A published VDA is not required when using the LNAV minima line on an RNAV IAP that also has a published lateral approach procedures with vertical guidance (LPV) and/or LNAV/VNAV DA.

(2) Serves a runway that has a published instrument landing system (ILS), Global Positioning System (GPS) landing system (GLS), or RNAV IAP with LPV minima, and:

(a) Is selected from an approved and current database.

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

(c) The MDA is equal to or higher than the ILS, GLS, or LPV DA.

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

(i) A published VDA is not required on an ILS/Localizer (LOC) approach when the ILS GS is out of service and the approach is flown using LOC-only procedures.

(ii) A published VDA is not required when using the LNAV minima line on an RNAV IAP that also has a published LPV and/or LNAV/VNAV DA.

d. VNAV Path Angle Limits. The VNAV path angle must be in the range of 2.75 to 3.77 degrees for Category A, B, and C airplanes and 2.75 to 3.50 degrees for Category D airplanes.

e. Operational Restrictions.

(1) When operating into an airfield with a 14 CFR Part 139 Visual Glide Slope Indicator (VGSI), the following requirements must be met:

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

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

Note: The certificate holder must refer to the FAA Chart Supplement to verify that there are no VGSI restrictions if the final approach course is offset from the extended RCL.

(2) The certificate holder may use baro-VNAV as advisory information to an MDA when the airfield temperature is outside of the RNAV (GPS) or RNAV (RNP) IAP temperature range limitation if the following requirements are met:

(a) Do not use the MDA as a DA.

(b) The MDA must be equal to or higher than the DA.

(c) The MDA and DA must have the same published final approach course.

(3) The VNAV path must cross at or above all stepdown fix altitudes. The stepdown fix crossing altitudes must be referenced on the barometric altimeter.

(4) The certificate holder may use a continuous descent final approach (CDFA) to an MDA not being used as a DA, but will begin the missed approach at an altitude above the MDA that will not allow the airplane to descend below the MDA.

f. Required Training. Flightcrews must be trained in accordance with the certificate holder's approved training program to include VNAV procedures and the IAPs listed in operations specification C052 before conducting operations authorized by this paragraph.

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

Digitally signed by Corey Wehmeyer, Principal Maintenance Inspector (SW13)
[1] SUPPORT INFO: Addition of King Air 90
[2] EFFECTIVE DATE: 10/22/2024, [3] AMENDMENT #: 7
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.10.04 14:19:03 -05:00

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

HQ Control: 04/27/2001
HQ Revision: 020

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

a. The lowest authorized IFR landing minimum for instrument approaches, which require a circle-to-land maneuver to the runway of intended landing, shall be determined for a particular aircraft by using the speed category appropriate to the highest speed used during the circle-to-land maneuver.

b. Aircraft operating under IFR during all circle-to-land maneuvers are required to remain clear of clouds. If visual reference to the airport is lost while conducting a circle-to-land maneuver the missed approach procedure specified for the applicable instrument approach must be followed, unless an alternate missed approach procedure is specified by ATC.

c. All Certificate Holders- Training and Checking Provided . If the certificate holder provides training and checking the following subparagraphs c(1) through c(3) apply.

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

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

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

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

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

(a) Are not required by a pilot certificate restriction to conduct circling approaches in VMC conditions only; and,

(b) Have successfully completed an approved training program (if required) and a proficiency check for the circle-to-land maneuver. The training program must specifically include the circle-to-land maneuver. Satisfactory completion of an Advanced Qualification Program (AQP)

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

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

Table 1

Aircraft Make/Model/Series
BE-200-B200
PC-12/45--
BE-300-300
BE-400-A
BE-65-90

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

Digitally signed by Corey Wehmeyer, Principal Maintenance Inspector (SW13)
[1] SUPPORT INFO: Addition of King Air 90
[2] EFFECTIVE DATE: 10/22/2024, [3] AMENDMENT #: 8
DATE: 2024.10.25 11:06:21 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.10.04 15:29:36 -05:00

C077 . Terminal Visual Flight Rules, Limitations, and Provisions

HQ Control: 05/17/2018
HQ Revision: 02e

a. Except as provided in this operations specification, 14 CFR Part 93 and Special Federal Aviation Regulation (SFAR) 50-2, the certificate holder must operate all flights conducted under the provisions of 14 CFR Part 135 turbojet operations, within the areas listed in operations specification B050, in accordance with 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 of 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 nautical miles (NM) 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 ATC facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in 14 CFR Part 91, § 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 § 91.155, but not lower than a visibility of 3 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 3 miles and the 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 § 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 Part 135, § 135.205 in uncontrolled airspace.

c. Terminal Arrival VFR. If canceling an IFR flight plan, the flightcrew may operate under VFR in

the terminal area under the following provisions. In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f. of this operations specification are met.

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

(a) Reported visibility (or as determined under § 135.213(a) as applicable) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 135.205.

(b) Reported ceiling (or as determined under § 135.213(a) as applicable) must be 1,000 feet or greater.

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

(d) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 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 NM 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 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 § 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 where it also is not otherwise possible for the flightcrew to obtain an IFR clearance to depart on an IFR flight plan, or at an airport utilizing a charted visual departure procedure established by the FAA, 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 (or as determined under § 135.213(a) as applicable) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 135.205.

(b) Reported ceiling (or as determined under § 135.213(a) as applicable) must be 1,000 feet or greater.

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

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

(3) Unless operating under certain en route provisions of Part 93 and SFAR 50-2, the flightcrew must obtain an IFR clearance as soon as practical after takeoff, or as directed by the charted visual departure procedure established for that airport by the FAA, but under no circumstances farther than 50 NM 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 § 91.119, or those prescribed in the authorized visual procedure (whichever are higher) apply.

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

(1) Reported weather visibility (or as determined under § 135.213(a) as applicable) must be as specified in § 91.155, but not lower than the visibility criteria specified in § 135.205.

(2) Reported ceiling must be (or as determined under § 135.213(a) as applicable) 1,000 feet or greater.

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

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

f. Special Limitations and Provisions for VFR. All VFR operations authorized by this operations specification must 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 subpart I are met.

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

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 4/4/2023, [2] AMENDMENT #: 0
DATE: 2023.04.04 11:56:26 -05:00

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

Digitally signed by Travis K Lamance, Agent for Service
DATE: 2023.03.24 19:39:36 -05:00

C079 . IFR Lower Than Standard Takeoff Minima, 14 CFR Part 135 Airplane Operations - All Airports **HQ Control: 12/09/2016**
HQ Revision: 070

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.

b. Runway Visual Range (RVR) Requirements. RVR reports, when available for a particular runway, must 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 (sm), 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 sm may still be used, provided other runway markings or runway lighting provide pilots with adequate visual reference to continuously identify the takeoff surface and maintain directional control throughout the takeoff roll.

e. The certificate holder is authorized to conduct operations using the lowest RVR authorized in

Table 1 below based on the applicable criteria in this operations specification.

Table 1 – Lowest Authorized Takeoff RVR

Lowest Authorized RVR	Minimum Runway Requirements	Other Limitations and Provisions
RVR 600 - TDZ / 600 - Mid / 600 - RO (175m)	RCLM and HIRL, or CL Lights	N/A

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

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

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

(a) Daylight Hours. HIRL or operative runway CL lights or serviceable RCLM.

(b) Night Time Hours. HIRL or operative runway CL lights.

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

(a) Operative runway CL lights, OR

(b) HIRL and serviceable RCLM.

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

(a) HIRL.

(b) Operative runway CL lights.

g. Other Requirements. The certificate holder must 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 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 Part 135, § 135.367 for reciprocating powered airplanes, § 135.379 for turbine-powered airplanes, § 135.389 for large non-transport category aircraft, § 135.397 for small transport category aircraft, or § 135.398 for commuter category airplanes.

(7) Single-engine passenger-carrying operations are not authorized.

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 the 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 must not conduct takeoffs using these takeoff minima apart from using the HUD system.

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

(a) Operative HIRL.

(b) Operative runway CL lights.

(c) Front course guidance must be displayed from a localizer that provides CAT III rollout guidance as indicated by a III/E/4 facility classification and landing minima of RVR 300. If the CAT III landing minima is greater than RVR 300 due to a localizer downgrade, these takeoffs are

not authorized.

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

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

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

Airplane M/M/S	HUD System	Lowest RVR Authorized	Additional Limitations and Provisions

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

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 4/4/2023, [2] AMENDMENT #: 0
DATE: 2023.04.04 11:56:26 -05:00

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

Digitally signed by Travis K Lamance, Agent for Service
DATE: 2023.03.30 09:45:27 -05:00

C081 . Special Instrument and RNAV Visual Flight Procedures **HQ Control: 10/26/2015**
HQ Revision: 010

a. The certificate holder is authorized to conduct special instrument approach procedure (IAP), departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified by airport and procedure name, as listed in Table 1 of this operations specification.

Table 1 - Authorized Airports, Procedures and Airplanes

Airport Identifier (ICAO)	Procedure Name, ORIG or AMDT NO.	Airport State	Airplane M/M/S	Limitations and Provisions
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	RNAV (GPS) RWY 35 Original	TX	BE-200-B200	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	RNAV (GPS) RWY 17 Original	TX	BE-200-B200	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	Takeoff Minimums and Obstacle Departure Procedure Original	TX	BE-200-B200	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	RNAV (GPS) RWY 35 Original	TX	PC-12/45--	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	RNAV (GPS) RWY 17 Original	TX	PC-12/45--	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	Takeoff Minimums and Obstacle Departure Procedure Original	TX	PC-12/45--	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	RNAV (GPS) RWY 35 Original	TX	BE-200-200	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	RNAV (GPS) RWY 17 Original	TX	BE-200-200	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	Takeoff Minimums and Obstacle Departure Procedure Original	TX	BE-200-200	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	RNAV (GPS) RWY 35 Original	TX	BE-400-A	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	RNAV (GPS) RWY 17 Original	TX	BE-400-A	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	Takeoff Minimums and Obstacle Departure Procedure Original	TX	BE-400-A	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	RNAV (GPS) RWY 35 Original	TX	DASSAULT-FALCON-900B	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	RNAV (GPS) RWY 17 Original	TX	DASSAULT-FALCON-900B	
KDZB; Horseshoe Bay, TX/Horseshoe Bay Resort	Takeoff Minimums and Obstacle Departure Procedure Original	TX	DASSAULT-FALCON-900B	

b. Additional Requirements. The following operations specifications may be required for the authorization of specific procedures in this operations specification, C081.

1. The certificate holder must be authorized C052, Straight-In Non-Precision, APV and

Category I Precision Approach and Landing Minima-All Airports. The “type” of approach authorized in Table 1 above, other than RVFP and RNP AR-like, must be authorized in C052.

2. The certificate holder should be issued operations specification C384, Required Navigation Performance (RNP) Procedures with Authorization Required (AR), if an RNP AR-like special procedure is authorized in Table 1 above. The authorization in C384 must contain the “lowest RNP” and “additional aircraft capabilities” meeting the requirements of the special procedure.

3. Operations specification C063, Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations; C064, Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower – Nonscheduled Passenger and All Cargo Operations; C077, Terminal Flight Rules Limitations and Provisions; and/or C080, Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower for Scheduled Passenger Operations may be required.

c. Required Training. Flightcrews must be trained in accordance with the certificate holder’s training program before conducting any operations authorized by this operations specification.

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

Digitally signed by John H Sims, Principal Operations Inspector (SW13)
[1] EFFECTIVE DATE: 9/24/2024, [2] AMENDMENT #: 6
DATE: 2024.09.24 10:23:08 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.08.23 13:36:54 -05:00

Table of Contents

Part D

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

HQ Control: 10/25/2018
HQ Revision: 01c

a. The certificate holder is authorized to conduct operations under 14 CFR Part 135 of the Federal Aviation Regulations using the aircraft identified in the certificate holder's aircraft listing providing the conditions of this operations specification are met.

b. Each aircraft listed in Table 1 below is authorized for use and must be maintained in accordance with the continuous airworthiness maintenance program and limitations specified in these operations specifications.

c. The continuous airworthiness maintenance program must be sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition in accordance with applicable Federal Aviation Regulations and standards prescribed and approved by the Administrator. The program must be included in the certificate holder's manual.

d. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits must be contained in these operations specifications or in a document approved by the Administrator and referenced in these operations specifications.

e. Items identified as "on condition" must be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance, checks or tests, must be described in the certificate holder's manual.

f. Parts or subassemblies of components that do not have specific time intervals must be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading.

Table 1 - Aircraft Authorized CAMP

Aircraft M/M/S	CAMP Document(s)
DASSAULT-FALCON-900B	Haven Aero general maintenance manual Chapter 30, rev. orginal dated 05-23-23.

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

Digitally signed by Robert A Smith, Principal Avionics Inspector (SW13)
[1] EFFECTIVE DATE: 8/16/2023, [2] AMENDMENT #: 0
DATE: 2023.08.16 11:57:45 -05:00

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

Digitally signed by Travis K Lamance, Dir. of Maintenance, Part 135
DATE: 2023.08.16 10:46:22 -05:00

D085 . Aircraft Listing

HQ Control: 02/06/1998
HQ Revision: 02a

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

Registration No.	Serial No.	Aircraft M/M/S
N341WB	BB1885	BE-200-B200
N806KM	BB990	BE-200-B200
N946CG	FA-198	BE-300-300
N349FJ	RK349	BE-400-A
N414RT	LA-10	BE-65-90
N28DC	139	DASSAULT-FALCON-900B
N129TP	629	PC-12/45--

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

Digitally signed by Corey Wehmeyer, Principal Maintenance Inspector (SW13)
[1] SUPPORT INFO: Addition of King Air 90
[2] EFFECTIVE DATE: 10/4/2024, [3] AMENDMENT #: 11
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.10.04 14:02:24 -05:00

D089 . Maintenance Time Limitations Section

HQ Control: 08/15/1997
HQ Revision: 010

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

Aircraft M/M/S	Manual/Document Name and Number	Manual/Document Date
DASSAULT-FALCON-900B	Falcon 900B/CAMP	06/26/2023

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

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

Digitally signed by Robert A Smith, Principal Avionics Inspector (SW13)
[1] EFFECTIVE DATE: 8/16/2023, [2] AMENDMENT #: 0
DATE: 2023.08.16 11:57:45 -05:00

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

Digitally signed by Travis K Lamance, Dir. of Maintenance, Part 135
DATE: 2023.08.16 10:46:35 -05:00

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

HQ Control: 08/17/2016

HQ Revision: 00a

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

Table 1 - Airplanes Authorized for Operations in Designated RVSM Airspace

Registration Number	Airplane Make/Model/Series
N28DC	DASSAULT-FALCON-900B
N349FJ	BE-400-A

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

Digitally signed by Robert A Smith, Principal Avionics Inspector (SW13)
[1] EFFECTIVE DATE: 8/23/2024, [2] AMENDMENT #: 2
DATE: 2024.08.23 13:55:24 -05:00

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

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.08.23 13:39:58 -05:00

D095 . Minimum Equipment List (MEL) Authorization **HQ Control: 06/14/2013**
HQ Revision: 02c

a. The certificate holder is authorized to use an FAA-approved MEL provided the conditions and limitations of this paragraph are met. The certificate holder shall not use an MEL for any aircraft that is not specifically authorized by this paragraph.

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

Aircraft M/M/S	Limitations and Conditions
BE-200-B200	N806KM, Serial Number BB990
PC-12/45--	N129TP, Serial Number 629
BE-300-300	N946CG, Serial Number FA-198
BE-400-A	N349FJ, Serial Number RK-349
BE-200-B200	N204RA, Serial Number BB-1885
DASSAULT-FALCON-900B	N28DC, serial number 139
BE-65-90	N414RT, serial number LA-110

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

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

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

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

(4) Repair Category D. Items in this category shall be repaired within one hundred twenty (120) consecutive calendar days (2,880 hours) excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

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

(1) A method which provides for tracking the date and, when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of:

(a) The number of deferred items per aircraft; and

(b) Each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

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

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

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

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

e. Continuing Authorization-Single Extension. The certificate holder is authorized to use a continuing authorization-single extension to approve a single, one-time extension to the repair interval for repair category B and C items, as specified in the FAA-approved MEL, provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the extension approval.

(1) If an additional extension is required after the continuing authorization-single extension privilege has been exercised, it must be approved by the principal inspectors (PIs) prior to the expiration of the current extension time period.

(2) The certificate holder is not authorized to approve a single, one-time extension to the repair interval for repair category A and D items, as specified in the FAA-approved MEL.

(3) The FSDO may deny the use of the continuing authorization-single extension privilege if abuse is evident.

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

Digitally signed by Corey Wehmeyer, Principal Maintenance Inspector (SW13)
[1] SUPPORT INFO: Addition of King Air 90
[2] EFFECTIVE DATE: 10/22/2024, [3] AMENDMENT #: 14
DATE: 2024.10.25 11:03:56 -05:00

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

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

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

a. The certificate holder is authorized to use the aircraft types identified in the table below in Table 1 in its 14 CFR Part 135 nine seats or less operation, provided these aircraft meet the additional maintenance requirements of Part 135, § 135.421.

b. Aircraft Engine. Each installed engine, to include turbo superchargers, appurtenances and accessories necessary for its functioning shall be maintained in accordance with the maintenance document listed in Table 1 below. The engine shall be overhauled on or before the time in service interval shown in the table.

c. Propeller and Propeller Control (governor). Each installed propeller and propeller control (governor) shall be maintained in accordance with the maintenance document listed in Table 1 below. The propeller and propeller control (governor) shall be overhauled on or before the time in service interval shown in Table 1.

d. Limitations and Conditions. Limitations and Conditions are for the specific engine, propeller and governor authorization listed.

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

Airplane Type	Engine			Propeller			Governor			Limitations and Conditions
MMS	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	Time in Service Interval	
BE-200-B200	Pratt and Whitney PT6A-52	PN: 3072862 SB 13303R19	3600	Hartzell HC-D4N-3A	Manual #149 HC-SL-61-61Y	3500hrs/60mo	Woodward 8210-024	PN 3021442 SB-33580-M	4500hrs	
PC-12/45--	PT6A-67B	3038337 Rv. 42 8/1/2022	3500	Hartzell HC-E4A-3D	Manual 143A Rev. 25 10/2022	4000hrs/72mo	Woodward 8210-137	CMM 61-20-23 Rev. H	3500hrs	
BE-300-300	Pratt and Whitney PT6A-60A	PN: 3034342	3600	MTV-27-1-E-( )-( )	SI NO 64-8 R1, MT SB 1 R8	4500hrs/72 month	Woodward 8210-310B	PN 3021442 SB 33580	4500hrs	

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	Time in Service Interval	
BE-400-A	Pratt & Whitney JT15D-5	3033442	3600							
BE-200-B200	Pratt and Whitney PT6A-52	PN: 3072862 SB 3003R19	3600	Hartzell HC-E4N-3G	Manual #149 HC-SL-61-61Y	4000hrs/72mo	Woodward 210638F	PN: 3021442 SB 33580	6500hrs	
DASSAULT-FALCON-900B	Honeywell TFE731-58BR	72-02-96 Rev. 11	2500 MPI, 5000 CZI							
BE-65-90	Pratt and Whitney PT6A-135A	PN: 3043512 Rev. 48	3600	Hartzell HC-BT4N-3	Manual #139 HC-SL-61-61Y	4500hrs/72 month	Woodward 8210-003U	PN: 3021442 SB 33580-M	4500hrs	

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

Digitally signed by Corey Wehmeyer, Principal Maintenance Inspector (SW13)
[1] SUPPORT INFO: Addition of King Air 90
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.10.04 15:05:36 -05:00

D103 . Additional Maintenance Requirements - Single-Engine IFR

HQ Control: 08/01/2017
HQ Revision: 00a

a. The certificate holder is authorized to use the following aircraft identified below in its 14 CFR Part 135 operations provided these aircraft continue to meet the requirements of Part 135, § 135.411 (c). Section 135.411(c) requires the air carrier that uses a single-engine aircraft in passenger-carrying IFR operations to maintain the aircraft in accordance with §§ 135.421(c), (d), and (e).

b. Single-Engine Aircraft. Each single-engine aircraft used in passenger-carrying IFR operations is listed in Table 1 below. The listed aircraft must incorporate into its maintenance program the following:

(1) Manufacturer's recommended engine trend monitoring program, which incorporates an oil analysis, if appropriate: or,

(2) An FAA-approved engine trend monitoring program that includes an oil analysis at each 100-hour interval or at the manufacturer's suggested interval, whichever is more frequent.

(3) Written maintenance instructions containing the methods, techniques, and practices necessary to maintain the equipment specified in §§ 135.105 and 135.163(f) and (h).

Table 1- Single-Engine IFR

Registration Number	Serial Number	Aircraft M/M/S	Maintenance Instructions/ Document	Other Limitations
N129TP	629	PC-12/45--	12-A-AM-00-00-00-1	

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

Digitally signed by Robert A Smith, Principal Avionics Inspector (SW13)
[1] SUPPORT INFO: Added PC12
[2] EFFECTIVE DATE: 12/16/2022, [3] AMENDMENT #: 0
DATE: 2022.12.16 14:01:13 -06:00

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

Travis Lamance, Agent for Service _____ Date _____

D104 . Additional Maintenance Requirements - Emergency Equipment

HQ Control: 05/10/2004
HQ Revision: 00a

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

a. Emergency equipment. Each item of installed emergency equipment shall be maintained in accordance with the manufacturer's maintenance documents and/or the limitations and provisions listed in the following table.

(1) In addition to the maintenance document listed in this table, the following specifications must be followed for the applicable listed emergency equipment items:

(a) Oxygen (O2) bottles and liquid fire extinguishers. Inspections, hydrostatic tests, and life limits of pressure vessels manufactured under a DOT specification are accomplished as set forth in 49 CFR Part 180.209, as amended.

(b) Fire extinguishers. Inspections, hydrostatic tests, and life limits of portable fire extinguishers are accomplished as set forth in 46 CFR Sections 71.25 and 162.028, as amended.

(c) Military-manufactured. Pressure vessels manufactured under a MIL-SPEC are maintained in accordance with the applicable military specifications.

(d) Foreign-manufactured. Foreign-manufactured pressure cylinders are maintained in accordance with the applicable foreign manufacturer's specifications.

(e) Other. Pressure cylinders not manufactured under DOT, foreign, or U.S. MIL-SPECS are maintained in accordance with the applicable aircraft manufacturer's specifications.

Emergency Equipment

Emergency Equipment Items	Maintenance Document	Limitations and Provisions
N806KM		
Oxygen Cylinder P/N 801293-10	Doc 101-59001-453 as revised	36 months
Oxygen Pressure Regulators P/N 801292-01	Doc 101-59001-453 as revised	36 months
Crew O2 Masks 358-1445V-01	AMM	
PAX O2 Masks C351-2000	AMM	
2.5HB-2	NFPA 10 and label on the bottle	6 year hydro, 15 year retirement, 30 day visual
2.5HB-2	NFPA 10 and label on the bottle	6 year hydro, 15 year retirement, 30 day visual
N129TP		
Crew O2 Masks MC10-06-125	CMM 35-13-63	72 months
Pax O2 Masks 957.12.10.211	CMM 35-28-95	60 month inspect, Life Limit 180 Mo.
O2 Cylinder	CMM 35-28-95	60 Mo. hydro / 180 Mo. Life Limit
Emergency Power Supply 501-1712-02	AMM 24-52-51-00A-920A-A	12 Mo. Cap Check
Fire Extinguisher RT-A1200	AMM 12-B-20-00-00A-040-A &NFPA10	30 day visual, 12 Mo. Weight Check, 120 Mo. Life Limit
N946CG		
Fire Extinguisher Bottle 30301102	AMM	5 year Hydro
Fire Extinguisher Squib AE13083-5	AMM	6 year Life Limit
Crew O2 Masks MC 10-02-05	CMM 35-13-63	72 month
Pax O2 Masks 174080-26	AMM	6 year Shelf Life
O2 Cylinder B21509-03	AMM	60 month hydro/ 15 year life
O2 Pressure Regulators 801292-01	AMM	60 month hydro/ 15 year life
Portable Fire Extinguisher Amerex A352	NFPA10	6 year Hydro, 15 year retirement, 30 day visual
N424CW		
Smoke Goggles 444160	AMM 25-60-10	12 Mo. Visual
Fire Extinguisher Bottle 9912048-6	CMM 26-20-00	60 Mo. Hydro

Emergency Equipment Items	Maintenance Document	Limitations and Provisions
Fire Extinguisher Squib 13083-5	AMM 26-20-00	72 Mo. Life Limit
N2 Blow Down Bottle 40005369-2	Manual ID: 40005369	36 Mo. Hydro, Life Limit 288 Mo.
Crew O2 Masks MC10-15-109, MC10-15-101	CMM 35-13-63	72 Mo. Overhaul
O2 Cylinder 4441073-040 Assy	CFR 49, Part 180.2 Rev 10-2018	60 Mo. Hydro, Life Limit 180 Mo.
Emergency Power Supply CBS24	CMM 24-31-04	12 MO. or 450 Hour Cap Check
N349FJ		
Engine Fire Extinguisher PN: 30400018-1	AMM	60 Month
Engine Fire Ext Squibs PN: 13083-5	AMM	48 Month
N2 Blowdown Bottles PN: 23111321-1H	AMM	36 Month
Crew O2 Masks PN: 174-252-90	AMM	72 Month
Pax O2 Masks PN: 174-095-58	AMM	96 Month
O2 Cylinder PN: 1766419-77	AMM	60 Month
O2 Press Regulator PN: 172400-14	AMM	72 Month
Emergency Power Supply PN: 87-5106-2	AMM	12 Month
N204RA		
Crew O2 masks PN: 174250-92	AMM	
Pax O2 masks PN: 174080-107	AMM	
Oxygen Cylinder PN: 895-05077	101-590010-453 As revised	36 month/24 years
Oxygen press regulator 803213-02	AMM	
Amerex C352	Bottle label and NFPA 10	6 year Hydro, 15 year retirement, 30 day visual
N28DC		
Portable Breathing Equipment (Smoke Hood) PN 802300-14	AMM 35-30-01-960-801	120 month replacement
Engine Fire Extinguisher PN 861630	AMM 26-20-09-350-801	12 month weight check/ 60 month overhaul
Engine Fire Extinguisher Squibs PN M861375/ M861385	AMM 26-20-13-960-801	60 Mo. In Service Life, 84 Mo. Life Limit
Portable O2 Equipment PN 894-20330	AMM 35-30-05-350-801	12 Mo. General Visual, 60 Mo. Overhaul

Emergency Equipment Items	Maintenance Document	Limitations and Provisions
Crew O2 Masks PN Eros MC10-12-100	AMM 35-10-05-350-801	72 Month Overhaul
Passenger O2 Masks PN Zodiac 289-601-228	AMM 35-20-00-210-801	24 Mo. General Visual Inspection
O2 Cylinder PN 176220	AMM 35-40-01-960-801	12 Mo. Ops check,60 Mo. Hydro, 180 Mo. Discard
O2 Pressure regulator PN 172203	AMM 35-40-01-960-801	60 Mo. Functional Check
Portable Fire Extinguishers H3R C352 (Cockpit, Cabin Front, Cabin Rear	AMM 26-20-15-790-801-01 NFPA 10	30 Day Visual, 12 Mo. Weight Check, 144 Mo. Hydrostat
Live Preserver Make EAM	AMM 25-64-17-900-802-01	12 Month Visual, 60 Month Recertify
Life Raft Winslow 1015	AMM 25-64-13-350-801-01	12 Month Visual, 36 Month Recertify, 72 Month Overhaul
ELT Artex C406-1	CMM 25-62-10	12 Month Inspection and Test (FAR 91.207(d))
N414RT		
Engine Fire Extinguisher PN:30301102	AMM	12 month inspection /5 year Hydro
Engine Fire Ext Squibs PN:AE13083-5	AMM	6 year replacement
N2 Blow-Down Bottles	Aviadesign ICA	On Condition
Engine Fire Extinguisher PN:30301102	AMM	12 month inspection /5 year Hydro
Crew O2 Masks PN: 4110-725-002-02-2	Aerox Quick Donning ICA	200 hours/ 12 month
Pax O2 Masks PN:174010	AMM	200 hours/ 12 month
O2 Cylinder PN:801293-04	DOT 49 CFR	36mo/24yr HT Tank

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

Digitally signed by Corey Wehmeyer, Principal Maintenance Inspector (SW13)
[1] SUPPORT INFO: Addition Of King Air
[2] EFFECTIVE DATE: 10/4/2024, [3] AMENDMENT #: 9
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Nicholas W Kemp, Dir. of Maintenance, Part 135
DATE: 2024.10.04 15:18:50 -05:00

Table of Contents

Part E

E096 . Aircraft Weighing

HQ Control: 11/21/2016
HQ Revision: 02a

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

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

Table 1 – Individual Aircraft Weights

Aircraft M/M/S	Weighing Interval	Weight and Balance Control Program
BE-200-B200	36 Months	Panavia Air Taxi, LLC GOM 20.1
BE-200-200	36 Months	Panavia Air Taxi, LLC GOM 20.1
BE-400-A	36 Months	Panavia Air Taxi, LLC GOM 20.1
DASSAULT-FALCON-900B	36 Months	Panavia Air Taxi, LLC GOM 20.1
BE-300-300	36 Month	Panavia Air Taxi, LLC GOM 20.1
BE-65-90	36 Month	Panavia Air Taxi, LLC GOM 20.1

c. The certificate holder is authorized under 14 CFR Part 135, § 135.185(b)(2) to use fleet aircraft weights outlined in the certificate holder's weight and balance control program for the aircraft listed in Table 2 below.

Table 2 – Fleet Aircraft Weights

Aircraft M/M/S	Weighing Sampling Interval	Weight and Balance Control Program

Note:Document references by volume, chapter, etc.

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

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[1] SUPPORT INFO: Addition of King Air 90
[2] EFFECTIVE DATE: 10/4/2024, [3] AMENDMENT #: 10
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3. I hereby accept and receive the Operations Specifications in this paragraph.

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