Docusign Envelope ID: AC06BBBD-E090-4FEC-8E1D-E3524E32B75E

A001 . Issuance and Applicability

Mailing Address:
4371 Charlotte Highway
Unit 22
Clover, South Carolina 29710

Air Carrier Certificate Number 7MYA813N

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.

a. 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.

b. The certificate holder is authorized to conduct the operations described in subparagraph a under the following other business names: DM Air

c. 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.

A002 . Definitions and Abbreviations **HQ Control: 12/29/2025**
HQ Revision: 11g

Unless otherwise defined in these operations specifications, all words, phrases, definitions, and abbreviations have identical meanings to those used in Title 14 of the Code of Federal Regulations (14 CFR) and Title 49 of the United States Code as cited in Public Law (PL) 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.

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Term or Terms	Definition
Air Ambulance Operations	Holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel including, but not limited to, advertising, solicitation, or association with a hospital or medical care provider in the following aircraft: (1) Airplanes. Air ambulance operation of an airplane includes: (a) Unscheduled air transportation in an airplane of a person(s) with a health condition that requires: i. Medical personnel to provide special care, including, but not limited to, basic life support (BLS) or advanced life support (ALS); and ii. Medical equipment necessary to support the level of care required for the patient(s), such as medical oxygen, suction, and/or a stretcher, isolette, or other approved patient restraint/containment device as determined by a health care provider. (2) Helicopters and Powered-Lift. A flight or sequence of flights with a patient or medical personnel on board for the purpose of medical transportation conducted by a part 135 certificate holder authorized by the Administrator to conduct air ambulance operations. A helicopter or powered-lift air ambulance operation includes, but is not limited to: (a) Flights conducted to position the air ambulance at a site where medical personnel, a patient, donor organ, or human tissue will be picked up. (b) Flights conducted to reposition an air ambulance after completing transportation of the medical personnel, patient, donor organ, or human tissue transport. (c) Flights initiated for the transport of a patient, donor organ, or human tissue that are terminated due to weather or other reasons. (Refer to §§ 135.601 and 194.306(mmm).)
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 (ATC) 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 (AFM)/Weight and Balance Manual (WBM) approved by the type certificate or supplemental type certificate.
Authority	A power that a person is vested with.
Auto Flight Guidance System (AFGS)	Aircraft systems, such as an autopilot, autothrottles, displays, and controls, that are interconnected in such a manner 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.

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Term or Terms	Definition
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 onboard 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 rollout 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 (AFM)/Weight and Balance Manual (WBM) 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 flights 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, or powered-lift operating in the vertical-lift flight mode, 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.

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Term or Terms	Definition
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))	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 747s, -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.

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Term or Terms	Definition
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 (IFR) 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 Air Ambulance (HAA)	A helicopter that is identified as being capable of air ambulance operations in the certificate holder's operations specifications. It need not be used exclusively as an HAA. HAA-specific equipment need not be permanently installed.
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 (RCL). 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 nonaddition rule (see 14 CFR Part 91, § 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.]

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Term or Terms	Definition
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.
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 § 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 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 the 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.
Localizer-Type Directional Aid (LDA) PRM	See definition of SOIA.
Major Contract Training	Any flight training, flight testing, or flight checking leading to and maintaining certification and qualification of flightcrew members in accordance with the requirements (maneuvers and procedures) explicitly stated in 14 CFR Part 61, 91K, 121, 135 or 194, 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.

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Term or Terms	Definition
Medical Personnel	Individuals with medical training, including but not limited to flight physicians, flight nurses, or flight paramedics, who are carried aboard air ambulance aircraft during an air ambulance operation in order to provide medical care. (Refer to § 135.601(b)(2) or § 194.306(mmm).)
Minimum Descent Altitude (Height) (MDA(H))	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.]
One-Hour Reliable Fix (1HRF) Operations	Operations over land or over water where a reliable ground-based NAVAID fix is available at least once each hour.
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 operator 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.
Polar Area (North)	The north polar area of operations is that area that lies north of latitude N 78º 00'.

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Term or Terms	Definition
Powered-Lift Air Ambulance	A powered-lift that is identified as being capable of air ambulance operations in the certificate holder's operations specifications. It need not be used exclusively as an air ambulance. Air ambulance specific equipment need not be permanently installed.
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 or Reliable Ground-Based NAVAID Fix	A "reliable fix" or "reliable ground-based NAVAID 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 any 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 percent 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 (NM) 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.

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Term or Terms	Definition
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, heliports, helipads, and vertiports shall mean that portion of the surface intended for the takeoff and landing of land airplanes, seaplanes, rotorcraft, or powered-lift, 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 or 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 (RNAV) system which is certificated for IFR flights over the routes being flown.

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Term or Terms	Definition
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 Lewis, Charles, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Updated template.
[2] EFFECTIVE DATE: 1/22/2026,
[3] AMENDMENT #: 7
DATE: 2026.01.22 08:10:02 -06:00

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

Digitally signed by SHARPE, CHRISTOPHER, Dir. of Operations, Part 135
DATE: 2026.01.26 09:32:24 -06:00

Docusign Envelope ID: A236B31E-9759-8B91-82E9-2C73AB31D5A4

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
AMD-50-50	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR	
AMD-50-900	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night

Docusign Envelope ID: A236B31E-9759-8B91-82E9-2C73AB31D5A4

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: New management.
[2] EFFECTIVE DATE: 08/01/2026
[3] AMENDMENT #: 11
DATE: 2026.09.01 13:22:16 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.08.04 20:42:12 -05:00

Docusign Envelope ID: 8C5950D4-C567-8E00-810B-A0A9F64ACA28

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

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

	Reference Paragraphs
Conduct special en route IFR operations in Class G airspace.	A014
Use the electronic signatures, electronic recordkeeping systems, or electronic manual system listed in A025.	A025
Make arrangements with training centers and other organizations, and/or powered-lift manufacturers for certificate holder training in accordance with 14 CFR Part 135, § 135.324, and/or Part 194, as applicable.	A031
Conduct a pretakeoff contamination check during ground icing conditions for Part 135 airplane and/or powered-lift operators.	A041
Conduct "eligible on-demand operations" as defined in and in accordance with 14 CFR § 135.4 or in accordance with 14 CFR Part 194, §§ 194.306 (iii), (jjj), and 194.307 for powered-lift.	A057
Use an Electronic Flight Bag (EFB) in the aircraft as part of an authorized EFB Program.	A061
Use only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft	A096
Issue an International Civil Aviation Organization (ICAO) air operator certificate (AOC) through the Operations Safety System (OPSS).	A999
Conduct IFR en route operations with limitations and provisions.	B033
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

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Conduct certain Part 135 turbojet operations in the terminal area using visual flight rules.	C077
Conduct 14 CFR Part 135 IFR airplane operations using lower than standard takeoff minima.	C079
Conduct continuous airworthiness maintenance programs.	D072
Use maintenance time limitations for certificate holders subject to a Continuous Airworthiness Maintenance Program D072 authorization, without a reliability program.	D089

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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 weight and balance control procedures.	E096

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

	Reference Paragraphs
Conduct operations under certain exemptions and/or deviations.	A005
Use an approved carry-on baggage program.	A011
Conduct extended overwater turbojet operations without required emergency equipment.	A013
Use an autopilot in lieu of a second-in-command.	A015
Use an approved security program in helicopter operations.	A017
Conduct scheduled passenger helicopter and/or powered-lift operations.	A018
Use automotive gasoline as aircraft fuel.	A019
Conduct Part 135 airplane operations without instrument-rated pilots.	A020
Conduct helicopter and/or powered-lift air ambulance operations in accordance with 14 CFR Part 135 and/or Part 194, § 194.306, and this operations specification.	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 Single Engine IFR (SEIFR) Passenger-Carrying Operations Under CFR Part 135.~~	~~A046~~

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Conduct helicopter and/or powered-lift 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
Accept, handle, and carry materials regulated as Hazardous Materials (HazMat).	A055

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Conduct data link communications.	A056
Use multiengine airplanes or single-engine turbine-powered airplanes under an SIC Professional Development Program (PDP).	A062
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 and/or powered-lift operations without the radio altimeter equipment required by 14 CFR Part 135, §135.160(a) and/or Part 194, §194.306(v), under a deviation as provided in §135.160(b) and/or §194.306(v), and in accordance with the conditions and limitations 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 training for powered-lift without fully functional dual controls in a training curriculum leading to the addition of a powered-lift category rating, instrument rating, and type rating to an existing commercial pilot certificate or higher in accordance with 14 CFR Part 194, § 194.253.	A307
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
Establish an initial approval training curriculum under Part 135 leading to the addition of a category rating, instrument rating, and type rating for powered-lift to a commercial or higher pilot certificate in accordance with 14 CFR Part 194, § 194.243.	A505
Conduct final approval for a powered-lift training program under Part 135 leading to the addition of a powered-lift category rating, instrument rating, and type rating to a commercial or higher pilot certificate, in accordance with 14 CFR Part 194, § 194.243.	A506
~~Conduct operations into the Democratic Peoples Republic of Korea (DPRK).~~	~~A519~~

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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

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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 Low Remote Continental Operations below FL 180 and/or IFR Alaska Special Minimum En Route Altitude (MEA) operations in accordance with B030.	B030
Conduct IFR en route operations.	B032
Conduct Class I navigation using an area navigation system.	B034
Conduct Class I navigation in the U.S. Class A airspace using an area or long-range navigation system.	B035
Conduct Oceanic Operations, and Remote Continental Operations at or above FL 180, regardless of ability to conduct One-hour Reliable Fix (1HRF) Operations	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 commercial air tour operations in accordance with 14 CFR Part 136, in the State of Hawaii, below an altitude of 1,500 feet above the surface.	B048
Conduct operations in the Grand Canyon National Park Special Flight Rules Area (GCNP-SFRA).	B049
Conduct VFR Minimum Altitudes lower than those specified in 14 CFR Part 135, §135.203(a) when operating in wing-borne flight mode.	B053
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.	Conduct Part 135 commercial air tour operations at an altitude of less than 1,500
Conduct performance-based VFR fuel/energy requirements carrying fuel less than what is required by 14 CFR Part 135 §135.209(a) or (b) for powered-lift, under a deviation as provided in 14 CFR Part 194, §194.306(rr) and (ss) over specific routes with predetermined suitable landing areas identified.	

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feet above the surface within the State of Hawaii. B344

Conduct the specified EFVS operations under 14 CFR Part 91, § 91.176, in accordance with the limitations and provisions in C048. B345

B348

C048

Conduct airplane SA CAT I instrument approach and landing operations. C059

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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
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 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 the special Instrument Approach Procedure (IAP), departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified in OpSpec C081.	C081
Conduct RNAV operations substituting for 14 CFR Part 97 instrument approaches.	C085
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 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 for two-engine airplanes and/or large powered-lift aircraft in accordance with D086.	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 and/or powered-lift night vision goggle operations.	D093
Use NVIS and NVGs on aircraft to conduct ANVGO per maintenance documents, under Part 135.	Use aircraft with nine or less passenger seats with the
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).	

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additional maintenance requirements of 14 CFR § 135.421 and § 194.402, applicable for rotorcraft and/or proprotor or other control system(s) operations.	D094
Use a single-engine aircraft maintained in accordance with §135.411 and §135.421 in passenger-carrying IFR operations.	D101
	D102
	D103

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Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for emergency equipment.	D104
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
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
Conduct the specified EFVS operations under 14 CFR Part 91, § 91.176, in accordance with the limitations and provisions in P048.	P048
Use a destination airport analysis program in Part 135 operations in accordance with 14 CFR Part 135, §135.385(f) and Part 194, §194.306 (hhh) and (iii) .	P049
Conduct aircraft SA CAT I instrument approach and landing operations.	P059
Use autopilot minimum use altitudes/heights in accordance with 14 CFR Part 135, § 135.93 and Part 194, §194.306 (c) and the limitations and provisions of operations specification P071.	(VNAV) on a nonprecision approach
Use minimum descent altitude (MDA) as a decision altitude (DA) with vertical navigation	

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(NPA).	P071
	P073
Conduct RNAV operations substituting for 14 CFR Part 97 instrument approaches.	P085
Conduct terminal flight operations under instrument flight rules - Powered-lift.	P101
Conduct operations using straight-in instrument approach procedures for powered-lift aircraft.	P102
Conduct category I IFR landings other than airborne radar approaches - Aircraft	P103

Docusign Envelope ID: 8C5950D4-C567-8E00-810B-A0A9F64ACA28

Conduct powered-lift 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 P104.	P104
Use alternate airport IFR weather minimums - powered-lift	P105
Use IFR takeoff minimums under Part 135 and, if authorized, use lower than standard takeoff minimums.	P106
Conduct CAT II, or CAT II and CAT III instrument approach and landing operations in accordance with operations specification P108.	P108
Use flight control guidance systems for powered-lift automatic landing operations.	P110
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).	P112
Conduct nonscheduled passenger and/or all-cargo, terminal area IFR powered-lift operations in Class G airspace and/or at airports without an operating control tower.	P113
Use special airport authorizations, limitations, and provisions - Powered-lift.	P114
Conduct circle-to-land maneuvers using IFR Category I landing minimums	P118
Conduct contact approaches using IFR Category I landing minimums.	P119
Conduct operations in authorized airports for scheduled operations.	P120
Conduct scheduled passenger terminal area IFR powered-lift operations in Class G airspace.	P121
Conduct the special Instrument Approach Procedure (IAP), departure procedure, Standard Terminal Arrival Route (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified in OpSpec P122.	P122
Conduct IFR operations for powered-lift utilizing RNP 0.3 for en route and terminal operations.	P123
Conduct RNP AR approaches in accordance with 14 CFR Part 97 and operations specification P384.	P384

Docusign Envelope ID: 8C5950D4-C567-8E00-810B-A0A9F64ACA28

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] EFFECTIVE DATE: 09/01/2026
[2] AMENDMENT #: 33
DATE: 2026.09.01 13:50:38 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.09.01 13:47:20 -05:00

Docusign Envelope ID: BA6B33FB-CA5E-8792-837E-7996E8317AA0

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
Dir. of Maintenance, Part 135	Gilmore, Eric	Director of Maintenance	
Chief Pilot, Part 135	Huddleston, James Thomas	Chief Pilot, Part 135	
Director of Operations	Buehner, Daniel	Director of Operations	

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Minor changes to data fields. A025 has corrected list of records.
[2] EFFECTIVE DATE: 08/04/2026
[3] AMENDMENT #: 19
DATE: 2026.09.28 08:45:34 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.09.18 13:13:28 -05:00

Docusign Envelope ID: 557AE75F-A2F4-8283-809A-264B64652118

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:

Berenice Giannini
4371 Charlotte Highway
Clover, South Carolina 29710
United States

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

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

Title	Name	Parts Authorized
Chief Executive Officer	Giannini, Berenice	
Agent for Service	Giannini, Berenice	A,B,C,D,E
Director of Maintenance	Gilmore, Eric	A,D,E

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

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

Name	Email Address	Telephone No.	Type of Information to Receive
James T. Huddleson	jim@dmair.net	859.409.1998	OPS

Docusign Envelope ID: 557AE75F-A2F4-8283-809A-264B64652118

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Adding Jim Huddleston as CP
[2] EFFECTIVE DATE: 07/23/2026
[3] AMENDMENT #: 19
DATE: 2026.07.23 15:20:18 -05:00

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

James Thomas Huddleston, Chief Pilot, Part 135

Date

Docusign Envelope ID: A4F68D7A-0CB5-49F7-AD8C-1EBBC8745DFA

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.

My Corporate Jet's GOM Section 2.3 Operational Control

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

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A039 or A040, if applicable. This information must be available for inspection by the Administrator as specified in Part 135, § 135.63.

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(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.

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(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).

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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 Lewis, Charles, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Updated due to change of address.
[1] EFFECTIVE DATE: 7/10/2025,
[3] AMENDMENT #: 2
DATE: 2025.07.10 13:41:36 -05:00

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

Christopher Sharpe, Dir. of Operations, Part 135

Date

Docusign Envelope ID: A4F68D7A-0CB5-49F7-AD8C-1EBBC8745DFA

A009. Airport Aeronautical Data

HQ Control: 12/05/1997
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) Operator uses NOS and Jeppesen paper and electronic charts received through a subscription. Maintained by the Director or Operations and Chief Pilot or other assigned company personnel. The current aeronautical data for the airports the operator uses are distributed per instructed in the GOM to all crew members via Ipads and or paper charts. Management or other personnel as assigned ensure the way airport aeronautical data is obtained, maintained, and distributed per the GOM.

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

Digitally signed by Lewis, Charles, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Updated due to change of address.
[1] EFFECTIVE DATE: 7/10/2025,
[3] AMENDMENT #: 2
DATE: 2025.07.10 13:41:36 -05:00

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

Christopher Sharpe, Dir. of Operations, Part 135

Date

Docusign Envelope ID: A4F68D7A-0CB5-49F7-AD8C-1EBBC8745DFA

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).

Members of the World Meteorological Organization (WMO).

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

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

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

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

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: .

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.

Docusign Envelope ID: A4F68D7A-0CB5-49F7-AD8C-1EBBC8745DFA

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

Digitally signed by Lewis, Charles, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Updated due to change of address.
[1] EFFECTIVE DATE: 7/10/2025,
[3] AMENDMENT #: 2
DATE: 2025.07.10 13:41:36 -05:00

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

Christopher Sharpe, Dir. of Operations, Part 135

Date

Docusign Envelope ID: BA6B33FB-CA5E-8792-837E-7996E8317AA0

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
Signature on Electronic Records Authorized in Table 2	General Operations Manual

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

Docusign Envelope ID: BA6B33FB-CA5E-8792-837E-7996E8317AA0

Weight and Balance Records	Secured Email Account and JetInsight	GOM / EPM

Docusign Envelope ID: BA6B33FB-CA5E-8792-837E-7996E8317AA0

Kind of Record	Name of Electronic System	Manual or Document Containing the Electronic Recordkeeping System Description
Pilot Flight Time and Rest Records	JetInsight	GOM / EPM
Pilot Training Records	JetInsight	GOM / EPM
Pilot Record keeping elements per 135.63 (a)	Secured and Encrypted File Storage (Trello)	GOM / EPM
Aircraft Flight Log	JetInsight	GOM / EPM
Finger printing, PRD, drug testing	AirTera	GOM / EPM
Company manuals	JetInsight	GOM / EPM

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
EFB Program Manual
Electronic Procedures Manual (EPM)
General Operations Manual (GOM)
General Maintenance Manual (GMM)
Winter Operations Manual
Non-Essential Furnishings Manual (NEF)
Minimum Equipment List (MEL)
Flight Operations Training Manual (FOTM)
International Operations Manual (IOM)
Flight Operations Handbook (w/ SOPs)
Normal Operations Checklist

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
AMD-50-50
AMD-50-900

Docusign Envelope ID: BA6B33FB-CA5E-8792-837E-7996E8317AA0

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Minor changes to data fields. A025 has corrected list of records.
[2] EFFECTIVE DATE: 08/04/2026
[3] AMENDMENT #: 9
DATE: 2026.09.28 08:45:34 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.09.01 13:10:35 -05:00

Docusign Envelope ID: 4C363219-9750-8492-80FA-74CB2FF04A20

A031. Contract Training

HQ Control: 09/03/2025
HQ Revision: 04b

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), and/or powered-lift manufacturers under part 194, 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 and/or Table 2 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 and/or Table 2 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 or by each powered-lift manufacturer listed in Table 2 below are 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 and/or Table 2 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

Docusign Envelope ID: 4C363219-9750-8492-80FA-74CB2FF04A20

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 and/or Table 2 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 and/or Table 2 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 and/or Table 2 as applicable. 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 and/or powered-lift manufacturers listed in Table 2 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 and/or Table 2 below:

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

Part 142 Training Center and/or Part 119 Certificate Holder	Street Address	City	State or Country	Postal Code	Training Center Certificate Number	Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)	Aircraft M/M/S	Most Recent Audit Date
CAE, Inc	2929 West Airfield Drive	DFW Airport	Texas	75261	ST7X359K	PIC and SIC Initial, Transition, Upgrade, Differences, Recurrent, Requalification, and Check Airmen training. 135.293(a)(2-3), (b), 14 CFR 135.297, 135.345(b), 135.347, 135.351, 135.337 and type rating evaluation, as stated in the approved My Corporate Jet, Inc Training Program.	AMD-50-50	5/21/2026

Docusign Envelope ID: 4C363219-9750-8492-80FA-74CB2FF04A20

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, Inc	2929 West Airfield	DFW Airport	Texas	75261	ST7X359K	PIC and SIC Initial, Transition, Upgrade, Differences, Recurrent, Requalification, and Check Airmen training. 135.293(a)(2-3), (b), 14 CFR 135.297, 135.345(b), 135.347, 135.351, 135.337 and type rating evaluation, as stated in the approved My Corporate Jet, Inc Training Program.	AMD-50-900	5/21/2026
FlightSafety International	7525 Fauna Street	Houston	Texas	77061	UJFX071K	PIC and SIC Initial, Transition, Upgrade, Differences, Recurrent, Requalification, and Check Airmen training. 135.293(a)(2-3), (b), 14 CFR 135.297, 135.345(b), 135.347, 135.351, 135.337 and type rating evaluation, as stated in the approved My Corporate Jet, Inc Training Program.	AMD-50-50	

Table 2 - Powered-Lift Training Under Part 194 at a Powered-Lift Manufacturer

Powered-Lift Manufacturer	Street Address	City	State or Country	Postal Code	Powered-Lift Manufacturer Certificate Number	Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)	Powered-Lift M/M/S	Most Recent Audit Date

Docusign Envelope ID: 4C363219-9750-8492-80FA-74CB2FF04A20

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: New Audit dates.
[2] EFFECTIVE DATE: 05/21/2026
[3] AMENDMENT #: 2
DATE: 2026.05.29 09:12:44 -05:00

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

Digitally signed by SHARPE, CHRISTOPHER, Dir. of Operations, Part 135
DATE: 2026.05.21 12:49:13 -05:00

Docusign Envelope ID: 87A78B43-7E33-4D9D-9A31-CF665EF3F472

A041. Authorization for 14 CFR Part 135 Airplane and/or Powered-Lift Operators to Conduct a Pretakeoff Contamination Check or Use of an Approved Alternative Procedure

HQ Control: 09/03/2025
HQ Revision: 00c

a. The certificate holder is authorized to conduct a pretakeoff contamination check or use of an approved alternative procedure at any time the conditions are such that frost, ice, or snow may reasonably be expected to adhere to the aircraft. The certificate holder must conduct a pretakeoff contamination check or use an approved alternative procedure prior to takeoff as described below.

(1) The check/procedure must ensure that the wings, control surfaces, propellers, rotor blades or proprotors as applicable, engine inlets, and other critical surfaces are free of frost, ice, or snow.

(2) Procedures, based upon the category of aircraft, for the conduct of the pretakeoff contamination check or the approved alternative procedure are described or referenced in the paragraph below.

GOM, volume 3.

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

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

Digitally signed by Lewis, Charles, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Updated template.
[2] EFFECTIVE DATE: 1/22/2026,
[3] AMENDMENT #: 4
DATE: 2026.01.22 08:43:16 -06:00

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

Digitally signed by SHARPE, CHRISTOPHER, Dir. of Operations, Part 135
DATE: 2026.01.26 09:36:05 -06:00

Docusign Envelope ID: BA6B33FB-CA5E-8792-837E-7996E8317AA0

A057 . Eligible On-Demand Operations

HQ Control: 09/03/2025
HQ Revision: 00a

a. The certificate holder is authorized to conduct eligible on-demand operations in accordance with 14 CFR Part 135, § 135.4. Additionally, when conducting eligible on-demand operations in powered-lift, certificate holders must also comply with 14 CFR Part 194, §§ 194.306 (iii), (jjj), and 194.307.

b. The certificate holder is authorized to conduct eligible on-demand operations using deviation(s) to § 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

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 § 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 § 135.225(b) to the weather reporting requirements specified in § 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*):

N/A

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

Docusign Envelope ID: BA6B33FB-CA5E-8792-837E-7996E8317AA0

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Minor changes to data fields. A025 has corrected list of records.
[2] EFFECTIVE DATE: 08/04/2026
[3] AMENDMENT #: 0
DATE: 2026.09.28 08:45:34 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.08.04 21:45:00 -05:00

Docusign Envelope ID: BA6B33FB-CA5E-8792-837E-7996E8317AA0

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
AMD-50-50	None
AMD-50-900	None

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.

Docusign Envelope ID: BA6B33FB-CA5E-8792-837E-7996E8317AA0

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Minor changes to data fields. A025 has corrected list of records.
[2] EFFECTIVE DATE: 08/04/2026
[3] AMENDMENT #: 10
DATE: 2026.09.28 08:45:34 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.09.01 13:07:45 -05:00

Docusign Envelope ID: BA6B33FB-CA5E-8792-837E-7996E8317AA0

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
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
AMD-50-50	APG	AFM	GOM
AMD-50-900	APG	AFM	GOM

Docusign Envelope ID: BA6B33FB-CA5E-8792-837E-7996E8317AA0

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Minor changes to data fields. A025 has corrected list of records.
[2] EFFECTIVE DATE: 08/04/2026
[3] AMENDMENT #: 5
DATE: 2026.09.28 08:45:34 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.09.28 08:41:55 -05:00

Docusign Envelope ID: 41AA8569-6391-8B5F-82D7-3FA962840F88

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:	4371 Charlotte Highway unit 22	305-239-7409
Address:		
City:	Clover	
State:	SC	
Zip Code:	29710	

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.

Docusign Envelope ID: 41AA8569-6391-8B5F-82D7-3FA962840F88

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

Digitally signed by Bolen, Derek, Principal Avionics Inspector (SO13)
[1] SUPPORT INFO: Changed address to PBO.
[2] EFFECTIVE DATE: 05/19/2026
[3] AMENDMENT #: 8
DATE: 2026.05.20 05:26:11 -05:00

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

Digitally signed by SHARPE, CHRISTOPHER, Dir. of Operations, Part 135
DATE: 2026.05.19 16:18:02 -05:00

Docusign Envelope ID: A236B31E-9759-8B91-82E9-2C73AB31D5A4

AIR OPERATOR CERTIFICATE		
	State of the Operator United States of America Issuing Authority Federal Aviation Administration	
AOC #: 7MYA813N Expiration Date :	MY CORPORATE JET, INC. Dba: DM Air	Operational Points of Contact: Daniel Buehner Contact details, at which operational management can be contacted without undue delay, are listed in GOM Sect. 2.3.2
	Operator Address: 4371 Charlotte Highway Unit 22 Clover, South Carolina 29710 Telephone: 305-239-7409 Fax: E-mail: dan@dmair.net	
This certificate certifies that MY CORPORATE JET, INC. is authorized to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual and the 14 CFRs.		
Date of Issue: 19/09/2014	Name: Steve J. Petrossian Title: Office Manager	

CERTIFICATION STATEMENT

I hereby certify that the attached is a true copy of the MY CORPORATE JET, INC. AOC issued at SO13 on by the FAA.

Note: Carriage of this certified true copy of the Air Operator Certificate ensures compliance with ICAO Annex 6 when engaged in international commercial air transportation.

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: New management.
[2] EFFECTIVE DATE: 08/01/2026
[3] AMENDMENT #: 8
DATE: 2026.09.01 13:22:16 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.08.04 21:15:16 -05:00

Docusign Envelope ID: A236B31E-9759-8B91-82E9-2C73AB31D5A4

Certificate No.: 7MYA813N

Docusign Envelope ID: 34A2624E-CF05-8940-8374-60CFAFED75AB

B033 . IFR En Route Operations

HQ Control: 12/29/2025
HQ Revision: 030

a. General. The certificate holder is authorized to conduct en route operations under instrument flight rules (IFR) in accordance with the limitations and provisions of these operations specifications, listed below.

(1) This authorization is valid only within the areas of en route operation listed in paragraph B050 of these operations specifications.

(2) Except as provided in operations specification(s) B030 and/or B036, flights must be One-Hour Reliable Fix (1HRF) Operations, where a reliable ground-based Navigational Aid (NAVAID) fix is available at least once each hour.

(3) Except as provided in operations specification B036, the certificate holder must not indicate oceanic capability of Area Navigation (RNAV) 10, Required Navigation Performance (RNP) 10, RNP 4, or oceanic/remote continental RNP 2 on the air traffic control (ATC) flight plan.

(4) Except as provided in operations specification A014, en route operations must remain within controlled airspace.

(5) Except when navigation is performed under the supervision of a properly qualified check pilot, the flightcrew must be qualified in accordance with the certificate holder's approved training program for IFR en route operations. The flightcrew must have satisfactorily completed the ground school portion of that training program before performing under the supervision of a check pilot.

b. Using Ground-Based NAVAIDs. The certificate holder is authorized to navigate on published airways and over off-airway routings defined by ground-based NAVAIDs, in accordance with the following additional provisions:

(1) These airways and routings lie within the Operational Service Volume of the NAVAIDs used, except along airways where minimum en route altitude (MEA) gaps in NAVAID reception are published.

(2) The required aircraft NAVAID receivers and ground-based NAVAIDs are available and operational.

c. Using an RNAV System. In accordance with part 135, §135.165 (a)(4), the certificate holder is authorized to navigate using the/an RNAV system(s) compliant with navigation specification(s) RNAV 2 and/or RNP 2 domestic/offshore, as indicated in the applicable flight manual or flight manual supplement. The following additional provisions apply:

(1) If navigating using only a single RNAV system, or multiple RNAV systems that rely solely on Global Positioning System (GPS) navigation sensors, any non-extended overwater operations over off-airway routing must remain within airspace which is under Air Traffic Service (ATS) surveillance and is covered by very high frequency (VHF) voice communications.

(2) Except as provided in operations specification B036 or authorized in subparagraph d, operations must remain outside oceanic control areas (OCA) where ATC requires use of a long-range communication system (LRCS).

Docusign Envelope ID: 34A2624E-CF05-8940-8374-60CFAFED75AB

d. In OCAs. The certificate holder is authorized to operate within OCAs where ATC requires use of a LRCS (outside the coverage of VHF voice). During such operations, the following must be installed and operational:

(1) Two independent RNAV systems that qualify as long-range navigation systems (LRNS) as defined in 14 CFR Part 1, § 1.1; and

(2) Two independent LRCS.

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: B033 introduced requirements to update several paragraphs
[2] EFFECTIVE DATE: 05/29/2026
[3] AMENDMENT #: 0
DATE: 2026.06.02 09:45:27 -05:00

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

Digitally signed by SHARPE, CHRISTOPHER, Dir. of Operations, Part 135
DATE: 2026.05.29 10:29:58 -05:00

Docusign Envelope ID: 34A2624E-CF05-8940-8374-60CFAFED75AB

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.

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

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: B033 introduced requirements to update several paragraphs
[2] EFFECTIVE DATE: 05/29/2026
[3] AMENDMENT #: 0
DATE: 2026.06.02 09:45:27 -05:00

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

Digitally signed by SHARPE, CHRISTOPHER, Dir. of Operations, Part 135
DATE: 2026.05.19 16:22:27 -05:00

Docusign Envelope ID: 3A3912A8-4622-8007-82D2-ACE31F51CE10

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 Minimum Navigation Performance Specification (CMNPS) Airspace	B033, B046	
Caribbean Sea - Including the Islands/Nations and Including the Havana FIR	B033, B046	
Central America - Including: Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, Panama	B033, B046, B450	
Gulf of America	B033	
Mexico - Including: Mexico	B033, B046, B450	
South America - Including: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Suriname, Uruguay, Venezuela	B033, B046, B450	
USA - The 48 Contiguous United States and the District of Columbia - Including: United States	B033, B046	
USA - The State of Alaska	B033, B046	

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

Note Reference #	Limitations Provisions and Special Requirements
N/A	N/A

Docusign Envelope ID: 3A3912A8-4622-8007-82D2-ACE31F51CE10

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Removing Atlantic and adding Gulf of America
[2] EFFECTIVE DATE: 09/01/2026
[3] AMENDMENT #: 7
DATE: 2026.09.01 14:08:40 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.09.01 12:47:45 -05:00

Docusign Envelope ID: 663977F0-CEEA-8896-8161-B25806BF63CA

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
Colombia	Flight Into/Out Of		On demand	Passenger Only
Ecuador	Flight Into/Out Of		On demand	Passenger Only
El Salvador	Flight Into/Out Of		On demand	Passenger Only
Haiti	Overflight		On demand	Passenger Only
Honduras	Flight Into/Out Of		On demand	Passenger Only
Mexico	Flight Into/Out Of		On demand	Passenger Only
Nicaragua	Overflight		On demand	Passenger Only
Panama	Flight Into/Out Of		On demand	Passenger Only
Venezuela	Flight Into/Out Of		On demand	Passenger Only

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

Table 2 - Responsible Persons/Organization

Person(s) / Organization	Person(s) Title / Organization	Phone Number	Email Address
Daniel Buehner	Director of Operations	860-753-0537	dan@dmair.net

Docusign Envelope ID: 663977F0-CEEA-8896-8161-B25806BF63CA

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Updated list of countries and new DO.
[2] EFFECTIVE DATE: 08/08/2026
[3] AMENDMENT #: 6
DATE: 2026.09.28 08:53:12 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.08.08 18:22:58 -05:00

Docusign Envelope ID: 8F4F88CB-0928-8E0E-8335-E69EC9FAB8F8

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.

GOM Sect. 9.10

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

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Revised to include current GOM reference.
[2] EFFECTIVE DATE: 08/04/2026
[3] AMENDMENT #: 0
DATE: 2026.09.28 08:55:36 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.08.04 21:49:09 -05:00

Docusign Envelope ID: 8F4F88CB-0928-8E0E-8335-E69EC9FAB8F8

Docusign Envelope ID: A6C358EB-12D2-4A6B-9D76-A37A79B1631B

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.

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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

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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 Lewis, Charles, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Address change and remove aircraft
[2] EFFECTIVE DATE: 7/10/2025,
[3] AMENDMENT #: 10
DATE: 2025.07.10 14:01:50 -05:00

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

Christopher Sharpe, Dir. of Operations, Part 135

Date

Docusign Envelope ID: A20A2EA1-E91C-85AA-80E1-57261BFB3250

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)
LDA	LDA with glideslope	ILS
LDA/DME	LOC BC with glideslope	ILS/DME
LOC	RNAV (GNSS)	RNAV/ILS
LDA/DME	RNAV (GPS)	
NDB		
NDB/DME		
RNAV (GNSS)		
RNAV (GPS)		
VOR		
VOR/DME		
VOR/DME/LOC		
VOR/DME RNAV		

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.

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(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.

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(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).

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(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.

e. Precision Runway Monitor (PRM) Approaches. The certificate holder is authorized to conduct PRM approaches.

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Re-issuing. Unknown why archived.
[2] EFFECTIVE DATE: 08/04/2026
[3] AMENDMENT #: 6
DATE: 2026.09.01 13:41:16 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.08.04 21:29:56 -05:00

Docusign Envelope ID: A6C358EB-12D2-4A6B-9D76-A37A79B1631B

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.

Docusign Envelope ID: A6C358EB-12D2-4A6B-9D76-A37A79B1631B

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

Digitally signed by Lewis, Charles, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Address change and remove aircraft
[2] EFFECTIVE DATE: 7/10/2025,
[3] AMENDMENT #: 10
DATE: 2025.07.10 14:01:50 -05:00

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

Christopher Sharpe, Dir. of Operations, Part 135	Date

Docusign Envelope ID: 8E6D5C71-CA73-8976-82CD-A2708315EC0B

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.

Docusign Envelope ID: 8E6D5C71-CA73-8976-82CD-A2708315EC0B

(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
AMD-50-50	Subparagraph b8(e)(iii)	
AMD-50-900	Subparagraph b8(e)(iii)	

(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

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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).

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: JMA validated TSOs for DA-50, DA50-900.
[2] EFFECTIVE DATE: 08/04/2026
[3] AMENDMENT #: 11
DATE: 2026.09.01 14:15:46 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.08.04 21:56:24 -05:00

Docusign Envelope ID: DC23A137-11C9-8E29-81A7-6F314ECF834E

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.

d. Notwithstanding the requirements of the “NOTE” in subparagraph b above, the certificate holder is authorized lower than standard takeoff minimums for its 14 CFR Part 135 single engine passenger-carrying operations in its turbine-powered single engine airplanes only per the limitations and provisions of C057 including subparagraph c.

Docusign Envelope ID: DC23A137-11C9-8E29-81A7-6F314ECF834E

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Initial issuance of C079 and revised C057.
[2] EFFECTIVE DATE: 08/10/2026
[3] AMENDMENT #: 3
DATE: 2026.09.28 09:05:38 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.08.10 10:47:26 -05:00

Docusign Envelope ID: D66BB8C3-D0E2-8F68-83AA-E56B2D49AC22

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. #			
AMD-50-50	Universal	UNS-1FW	SCN 1000.5	RNP 1/RNAV 1		per AFM supplement
AMD-50-900	Honeywell	FMZ-2000	6.1	RNP 1/RNAV 1		per AFM supplement

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

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

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

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

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Initial issuance.
[2] EFFECTIVE DATE: 08/04/2026
[3] AMENDMENT #: 0
DATE: 2026.09.01 14:02:15 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.08.04 22:03:42 -05:00

Docusign Envelope ID: 6A1CA18E-291B-88A1-8270-01E7C3F9517D

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: 12/17/2003
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.

Docusign Envelope ID: 6A1CA18E-291B-88A1-8270-01E7C3F9517D

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Initial issuance.
[2] EFFECTIVE DATE: 08/04/2026
[3] AMENDMENT #: 0
DATE: 2026.09.28 09:14:13 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.08.04 22:04:45 -05:00

Docusign Envelope ID: 613165DF-13FD-89BD-8050-62D7BEB9B865

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
AMD-50-50	Collins	APS-85	1,000 ft	1,000 ft	50 ft (lowest AGL altitude - see AFM)
AMD-50-900	Honeywell	DFZ-800	1,000 ft	1,000 ft	50 ft (lowest AGL altitude - see AFM)

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.

Docusign Envelope ID: 613165DF-13FD-89BD-8050-62D7BEB9B865

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Initial issuances.
[2] EFFECTIVE DATE: 09/18/2026
[3] AMENDMENT #: 0
DATE: 2026.09.28 09:12:58 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.09.18 13:05:35 -05:00

Docusign Envelope ID: A07B9B2C-BF27-8879-8210-957A3C3AEABC

C077. Terminal Visual Flight Rules, Limitations, and Provisions **HQ Control: 07/24/2026**
HQ Revision: 030

a. Except as provided in this operations specification, Title 14 of the Code of Federal Regulations (14 CFR) Part 93, and Special Federal Aviation Regulation (SFAR) 50-2 to 14 CFR Part 91, 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, Authorized Areas of En Route Operations, Limitations, and Provisions, in accordance with instrument flight rules (IFR). The certificate holder is authorized to conduct terminal area operations in accordance with the following provisions and limitations of this operations specification.

b. Terminal Arrival IFR - Visual Approach or a Charted Visual Flight Procedure (CVFP). The flightcrew may only accept a visual approach or a CVFP provided all the conditions in subparagraphs b(1)-(5) exist and the limitations and provisions of subparagraph e 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 air traffic control (ATC) facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in 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 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 statute miles (sm), 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 sm 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 allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 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 visual flight rules (VFR) landing weather minima stated in Part 135, § 135.205 in uncontrolled airspace.

c. Terminal Arrival VFR. The flightcrew may only operate under VFR in the terminal area provided all the conditions in subparagraphs c(1)-(3) exist and the limitations and provisions of subparagraph e of this operations specification are met.

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

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(a) Reported visibility (or as determined under § 135.213(a)) 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)) 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 allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131 for the airspace class in which the flight is operated.

(2) In addition, the conditions in one of the following subparagraphs must be met, depending on if the operation is performed in controlled or uncontrolled airspace:

(a) Airports in Controlled Airspace. 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 maintains direct communication with the appropriate ATC facility.

(b) Airports in Uncontrolled Airspace. 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 terminal operations. The flight must be 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 that ensures obstacle clearance or avoidance. The minimum altitudes under § 91.119 or those prescribed in the visual procedure (whichever are higher) apply.

d. Terminal Departures VFR. The preferred method of departure in either controlled or uncontrolled airspace is IFR; however, the flightcrew may depart under VFR provided the conditions in subparagraphs d(1)-(5) exist. The flightcrew assumes all responsibility to avoid traffic, terrain, and obstacles. Additionally, the flightcrew may not request or accept a VFR departure unless the limitations and provisions of subparagraph e 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)) 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)) 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 visual or VFR departure in the Chart Supplement to be followed for the airport.

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

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(e) The flightcrew must have performed or obtained an airport obstacle analysis in accordance with their Operations Specification A009, Airport Aeronautical Data, for the intended VFR takeoff operation routing to comply with subparagraph e.

(2) The flight must remain in visual meteorological conditions (VMC) while operating under VFR.

(3) Unless conducting operations near the Grand Canyon under certain en route provisions of Part 93 and SFAR 50-2 to Part 91, the flightcrew must obtain an IFR clearance as soon as practical after takeoff or as directed by the charted visual or VFR departure established for that airport, but under no circumstances farther than 50 NM from the departure airport.

(4) The minimum altitudes under § 91.119 or those prescribed in the authorized visual or VFR departure (whichever are higher) apply.

(5) The conditions in one of the following subparagraphs must be met, depending on if the operation is performed in controlled or uncontrolled airspace:

(a) Airports in Controlled Airspace. The flightcrew may request and accept a departure clearance to takeoff and climb under VFR to join the IFR clearance. Though not required, the use of a visual or VFR departure meets the intent of this requirement if all published routing, airspeed, and/or altitude requirements are followed. In this instance, compliance with any weather limitations published on a visual or VFR departure more conservative than specified in § 91.155 is required. In all cases, the limitations and provisions of this subparagraph and subparagraph e of this operations specification must be met.

(b) Airports in Uncontrolled Airspace. In some cases, a flightcrew taking off from an airport in uncontrolled airspace may be able to obtain an IFR clearance or release on the ground. In an instance where this is not desired or highly impractical, the flightcrew may takeoff and climb under VFR and request/receive their IFR clearance airborne in accordance with subparagraph d(3). In this situation, the responsibility to identify and mitigate risk lies on the certificate holder and flightcrew. In rare instances where an airport does not have an operating ATC facility and the pilot is unable to obtain a clearance to depart on an IFR flight plan (e.g., remote location), the flightcrew may takeoff and depart under VFR and request ATC to activate their IFR clearance en route, provided all the preceding conditions in subparagraphs d(1)-(4) exist. Though not required, the use of a visual or VFR departure meets the intent of this subparagraph if all published routing, airspeed, and/or altitude requirements are followed. In this instance, compliance with any weather limitations published on a visual or VFR departure more conservative than specified in § 91.155 is required.

e. 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.

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Template change.
[2] EFFECTIVE DATE: 09/01/2026
[3] AMENDMENT #: 5
DATE: 2026.09.28 09:18:15 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.09.01 14:01:38 -05:00

Docusign Envelope ID: DC23A137-11C9-8E29-81A7-6F314ECF834E

C079 . IFR Lower-Than-Standard Takeoff Minima

HQ Control: 05/22/2025
HQ Revision: 080

a. The certificate holder is authorized to use instrument flight rules (IFR) lower-than-standard takeoff minima for operations conducted under 14 CFR Part 135 in accordance with the limitations and provisions of this operations specification. Lower-than-standard takeoff minima are not authorized for single-engine instrument flight rules (SEIFR) passenger-carrying operations.

b. When takeoff minima are equal to or less than the applicable standard takeoff minima, the certificate holder is authorized to use takeoff minima equal to the lowest authorized straight-in Category (CAT) I IFR landing minima applicable to the certificate holder for that particular airport, in accordance with the provisions of 14 CFR Part 135, § 135.225(i).

c. The certificate holder is authorized to conduct operations using the lowest Runway Visual Range (RVR) authorized in Table 1 below based on the applicable criteria in this operations specification. Lower-than-standard takeoff minima authorized in Table 1 do not apply to any SEIFR passenger-carrying operations.

Table 1 – Lowest Authorized Unaided Takeoff RVR

Lowest Authorized Takeoff Minima	Minima Runway Requirements and Conditions	Additional Limitations and Provisions
RVR 500 - TDZ / 500 - Mid / 500 - RO (150m)	RCLM and HIRL, or CL Lights	N/A

d. RVR Requirements for Unaided Takeoff Operations. 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 (500 meters (m)):

(a) The touchdown zone (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 (500 m):

(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.

e. RVR Requirements for Aided (Head-Up Display (HUD), HUD-Localizer (HUD-LOC), or Enhanced Flight Vision System (EFVS)) Takeoff Operations. RVR reports, when available for a particular runway, must be used for all takeoff operations on that runway. All aided takeoff operations, based on RVR, must

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use RVR reports from the locations along the runway as follows:

(1) For operations at or above RVR 1000 (300 m):

(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 1000 (300 m) a minimum of two operative RVR reporting systems are required.

f. 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) With the exception of operations conducted in accordance with the provisions of subparagraph b above, 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 that 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 f(2)(a) and f(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 (M/M) 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.

(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 M/M airplane and must have satisfactorily completed the certificate holder's approved training program for those minima.

g. Approved HUD Takeoff Guidance Systems Minima. The certificate holder is authorized to use takeoff minima (RVR) using the HUD system installed in the airplane(s) as listed in Table 2 below, provided all of the requirements in subparagraph h below are met. The certificate holder must not conduct takeoffs using these takeoff minima unless using the HUD system authorized in Table 2. RVR 300 (75 m) is the lowest RVR minima that can be authorized using a HUD.

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Table 2 – Approved RVR Takeoff Minima Using HUD

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

h. HUD Special Provisions and Limitations. Special provisions and limitations for the authorization to use the HUD system installed in the airplane(s) in Table 2 above for takeoff are as follows:

(1) Operative HIRL.

(2) Operative runway CL lights for RVR 300.

(3) For RVR 300, front course guidance must be displayed from an LOC that provides Category (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 an LOC downgrade, these takeoffs are not authorized.

(4) For RVR 500, front course guidance must be displayed from an LOC that provides CAT IE guidance. RVR 500 with CAT IE guidance does not require CL lights.

(5) The crosswind component on the takeoff runway is less than the Airplane Flight Manual's (AFM) crosswind limitation, or 15 knots, whichever is more restrictive.

(6) Operations using RVR 300 (75 m) minima must be conducted to runways that are accessible by taxi routings which have operative taxiway CL lights that meet U.S. or International Civil Aviation Organization (ICAO) criteria for CAT III operations; or other taxiway guidance systems approved for these operations.

i. Approved EFVS Takeoff Minima. The certificate holder is authorized to use takeoff minima using the EFVS installed in the airplane(s) as listed in Table 3 below. RVR 300 with an EFVS-derived RVR of 1600 is the lowest takeoff minima that can be authorized using an EFVS. EFVS-derived RVR is visibility seen directly through the installed EFVS and requires trained flightcrew.

Table 3 - Approved EFVS, Airplanes, and RVR Takeoff Minima

Airplane M/M/S	EFVS System	Lowest RVR Authorized	Minimum Runway Requirements and Conditions	Additional Limitations and Provisions
N/A				

j. Training Program Requirement. The pilot in command (PIC) and the second in command (SIC) must have completed the certificate holder's approved training program for the operations authorized in this operations specification.

Docusign Envelope ID: DC23A137-11C9-8E29-81A7-6F314ECF834E

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

Digitally signed by Arthur, Jason, Principal Operations Inspector (SO13)
[1] SUPPORT INFO: Initial issuance of C079 and revised C057.
[2] EFFECTIVE DATE: 08/10/2026
[3] AMENDMENT #: 5
DATE: 2026.09.28 09:05:38 -05:00

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

Digitally signed by BUEHNER, DANIEL, Director of Operations
DATE: 2026.08.10 10:48:41 -05:00

Docusign Envelope ID: DB46384E-BC9A-8302-8087-14EF6F59462E

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

HQ Control: 11/27/2024
HQ Revision: 01d

a. The certificate holder is authorized to conduct operations under 14 CFR Part 135 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 (CAMP) per Part 135, § 135.411(a)(2), (b), and (d) and limitations specified in these operations specifications.

c. To fulfill the certificate holder's responsibility to maintain its aircraft in an airworthy condition, the CAMP must be sufficiently comprehensive in scope and detail. The CAMP must be included in the certificate holder's manual and comply with all applicable 14 CFR requirements and standards prescribed and accepted by the Administrator.

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 accepted 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 Air Transport Association (ATA) chapter heading.

Table 1 - Aircraft Authorized CAMP

Aircraft M/M/S	CAMP Document(s)
AMD-50-50	General Maintenance Manual
AMD-50-900	General Maintenance Manual

Docusign Envelope ID: DB46384E-BC9A-8302-8087-14EF6F59462E

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

Digitally signed by Bolen, Derek, Principal Avionics Inspector (SO13)
[1] SUPPORT INFO: Added N980DM and N970JD
[2] EFFECTIVE DATE: 05/27/2026
[3] AMENDMENT #: 0
DATE: 2026.05.28 10:26:28 -05:00

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

Digitally signed by SHARPE, CHRISTOPHER, Dir. of Operations, Part 135
DATE: 2026.05.27 15:14:22 -05:00

Docusign Envelope ID: 7ACC6F67-4FAD-874B-8055-B8FF394EBAF3

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
N980DM	238	AMD-50-50
N544CM	152	AMD-50-900
N970JD	119	AMD-50-900

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

Digitally signed by Bolen, Derek, Principal Avionics Inspector (SO13)
[1] SUPPORT INFO: Added N544CM
[2] EFFECTIVE DATE: 07/01/2026
[3] AMENDMENT #: 18
DATE: 2026.07.01 11:49:39 -05:00

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

Digitally signed by GILMORE, ERIC, Dir. of Maintenance, Part 135
DATE: 2026.07.01 09:24:06 -05:00

Docusign Envelope ID: 51FB30B8-0DD7-8FFD-8320-41BCD56ACFB2

D089 . Maintenance Time Limitations

HQ Control: 11/27/2024
HQ Revision: 01a

a. The certificate holder is authorized to use the maintenance time limitations specified in the manual/document for the aircraft listed in Table 1 below.

Table 1 - Authorized Aircraft Maintenance Time Limitations

Aircraft M/M/S	Manual/Document Name
AMD-50-50	DM Air, Time Limited Document, Falcon 50
AMD-50-900	DM Air, Time Limited Document, Falcon 900B

b. Each change to a maintenance time limitation that is restricted (such as Airworthiness Directives (AD), life-limited parts (LLP), Certification Maintenance Requirements (CMR), critical design configuration control limitations (CDCCL), etc.) must be approved by the FAA before the certificate holder's time limitations document is revised to reflect that change.

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

Digitally signed by Bolen, Derek, Principal Avionics Inspector (SO13)
[1] SUPPORT INFO: Added N980DM and N970JD.
[2] EFFECTIVE DATE: 05/27/2026
[3] AMENDMENT #: 0
DATE: 2026.05.28 10:22:35 -05:00

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

Digitally signed by SHARPE, CHRISTOPHER, Dir. of Operations, Part 135
DATE: 2026.05.27 15:12:14 -05:00

Docusign Envelope ID: 2C44E1A0-59CF-8BF4-823F-47C453F31FB5

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
N544CM	AMD-50-900
N970JD	AMD-50-900
N980DM	AMD-50-50

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

Digitally signed by Bolen, Derek, Principal Avionics Inspector (SO13)
[1] SUPPORT INFO: Added N544CM
[2] EFFECTIVE DATE: 07/01/2026
[3] AMENDMENT #: 3
DATE: 2026.07.01 11:48:01 -05:00

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

Digitally signed by GILMORE, ERIC, Dir. of Maintenance, Part 135
DATE: 2026.07.01 09:25:05 -05:00

Docusign Envelope ID: 0168190D-633C-8CE4-8151-8470FE36CC03

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
AMD-50-50	MEL
AMD-50-900	Fleet MEL

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:

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(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.

Docusign Envelope ID: 0168190D-633C-8CE4-8151-8470FE36CC03

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

Digitally signed by Bolen, Derek, Principal Avionics Inspector (SO13)
[1] SUPPORT INFO: Added F900 Fleet MEL
[2] EFFECTIVE DATE: 07/31/2026
[3] AMENDMENT #: 5
DATE: 2026.07.31 15:21:34 -05:00

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

Digitally signed by GILMORE, ERIC
DATE: 2026.07.31 16:10:53 -05:00

Docusign Envelope ID: 51FB30B8-0DD7-8FFD-8320-41BCD56ACFB2

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
AMD-50-50	36 Months	GOM Section 7
AMD-50-900	36 Months	GOM Section 7

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
N/A		

Note:Document references by volume, chapter, etc.

Docusign Envelope ID: 51FB30B8-0DD7-8FFD-8320-41BCD56ACFB2

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

Digitally signed by Bolen, Derek, Principal Avionics Inspector (SO13)
[1] SUPPORT INFO: Added N980DM and N970JD.
[2] EFFECTIVE DATE: 05/27/2026
[3] AMENDMENT #: 1
DATE: 2026.05.28 10:22:35 -05:00

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

Digitally signed by SHARPE, CHRISTOPHER, Dir. of Operations, Part 135
DATE: 2026.05.27 15:00:31 -05:00