

**A001 . Issuance and Applicability**

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

**HQ Revision: 02c**

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

Primary Business Address:

Burbank, California 91505

Mailing Address:

Burbank, California 91505

The holder of these operations specifications is the holder of Air Carrier Certificate Number 1OBA505M and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

|           |               |                                                                                |                                  |                                                                                                                                           |
|-----------|---------------|--------------------------------------------------------------------------------|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| On Demand | operations in | Common carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section | 119.25(b) - Rotorcraft On-Demand | and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation. |
|-----------|---------------|--------------------------------------------------------------------------------|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|

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

b. These operations specifications are effective as of the "Date Approval is effective" listed in each paragraph and shall remain in effect as long as the certificate holder continues to meet the requirements of Part 119 as specified for certification.

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

Orbic Air Helicopter Charters

Orbic Air Helicopter Tours

d. The certificate holder is authorized to conduct flights under 14 CFR Part 91 for crewmember training, maintenance tests, ferrying, re-positioning, and the carriage of company officials using the applicable authorizations in these operations specifications, without obtaining a Letter of Authorization, provided the flights are not conducted for compensation or hire and no charge of any kind is made for the conduct of the flights.

**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 |
|-----------|----------------------------------|-------------------------|--------------------------|----------|---------------------|
| AS-350-B3 | 119.25(b) - Rotorcraft On-Demand | PAX and Cargo           | HEL                      | VFR      | Day/Night           |
| EC-130-B4 | 119.25(b) - Rotorcraft On-Demand | Passenger               | HEL                      | VFR      | Day/Night           |
| R-44-II   | 119.25(b) - Rotorcraft On-Demand | Passenger               | HEL                      | VFR      | Day/Night           |

**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  | Cranswick, Stephen    | Dir. of Maintenance, Part 135     |               |
| AD Notification Representative | Cranswick, Stephen O. | DOM                               |               |
| Dir. of Operations, Part 135   | Gould, Stephen        | Dir. of Operations, Part 135      |               |
| Chief Pilot, Part 135          | Petschauer, Brian     | Chief Pilot, Part 135             |               |

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



Digitally signed by Stephen P Cirigliano, Principal Operations Inspector (WP01)  
[1] SUPPORT INFO: New Chief Pilot  
[2] EFFECTIVE DATE: 2/21/2023, [3] AMENDMENT #: 9  
DATE: 2023.02.21 13:22:56 -06:00

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

Digitally signed by Stephen R Gould, Dir. of Operations, Part 135  
DATE: 2023.02.21 13:16:16 -06:00

**A007 . Other Designated Persons**

**HQ Control: 12/19/2006**

**HQ Revision: 020**

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

Bowers, Brady H

Burbank, California 91505  
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 |
|-------------------------------|-----------------------|------------------|
| DOM                           | Cranswick, Stephen O. | D                |
| Dir. of Operations, Part 135  | Gould, Stephen        | A,B,D            |
| Dir. of Maintenance, Part 135 | Cranswick, Stephen    | D                |
| Chief Pilot, Part 135         | Petschauer, Brian     | A,B,D            |

- 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 |
|-------------------|---------------|---------------|--------------------------------|
| Stephen Gould     |               |               | Both OPS/AW                    |
| Stephen Cranswick |               |               | Both OPS/AW                    |

**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.

See GOM Section A, pages A-1 & A-2

b. Certificate Holder Responsibilities.

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

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

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

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

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

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

(3) Engage in a Wet Lease Contrary to 14 CFR Part 119, § 119.53. In accordance with § 119.53(b), the certificate holder may not wet lease from or enter into any wet leasing arrangement with any person not authorized by the FAA to engage in common carriage operations under 14 CFR Part 121 or Part 135 (as applicable), whereby that other person provides an aircraft and at least one crewmember to the certificate holder. A lease, or other business arrangement with a lease, is considered a wet lease if any of the following conditions exists:

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

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

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

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

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

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

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

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

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

(2) Aircraft Requirements.

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

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

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

(b) For each aircraft the certificate holder uses under these operations specifications, the aircraft owner or other lessee of the aircraft may operate the aircraft under 14 CFR Part 91, under the control and responsibility (including potential liability for an unsafe operation) of the owner or other lessee, as long as the following condition is met:

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

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

(3) Exclusive Aircraft Use Requirements for Part 135 Operations. At least one aircraft that meets the requirements for at least one kind of operation authorized in the certificate holder's operations specifications must remain in the certificate holder's exclusive legal and actual possession (directly or through the certificate holder's employees and agents) as specified in § 135.25. This aircraft cannot be listed on any other Part 119 certificate holder's operations specification during the term of the exclusive use lease.

(4) Use of Other Business Name(s) (DBA).

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

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

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

(5) Aircraft Operation Agreements and Other Arrangements.

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

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

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

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

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

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

(i) Whether each assigned crewmember is qualified and eligible to serve as a required crewmember in the aircraft and type of operation to which the crewmember is assigned (see subparagraph d(1)(b) above); and

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

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

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

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

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

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

(7) Operational Control Information Requirements.

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

(b) The system of operational control for Part 135 operations must ensure that each pilot is knowledgeable that the failure of a pilot to adhere to the certificate holder's directions and

instructions, or compliance with directions or instructions from an aircraft owner (other than the certificate holder), or any other outside private person or private entity, that are contrary to the certificate holder's directions or instructions, while operating aircraft under these operations specifications, may be contrary to Parts 119 and/or 135, and therefore may be subject to legal enforcement action by the FAA.

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

- (i) ATC instructions, clearances and NOTAMs received from FAA or cognizant foreign ATC authorities,
- (ii) Aeronautical safety of flight information received by the pilot, and
- (iii) Operation under the emergency authority of the PIC in accordance with Part 91, § 91.3(b), and /or Part 135, § 135.19(b).

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



Digitally signed by Jerry L Badillo, Principal Avionics Inspector (WP01)  
[1] EFFECTIVE DATE: 2/13/2019, [2] AMENDMENT #: 3  
DATE: 2019.02.13 16:59:04 -06:00

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

[Redacted Signature]

2/21/19

Child, David W., Dir. of Operations, Part 135

Date

**A010 . Aviation Weather Information**

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

**HQ Revision: 04a**

a. The certificate holder conducting 14 CFR Part 135 operations is authorized to use weather reporting facilities operated by the U.S. National Weather Service or a source approved by the U.S. National Weather Service.

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

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

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

**Table 1 - EWINS**

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

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

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

| Location of Operation | Location of Weather Observation | Date of National Weather Service Concurrence | Conditions and Limitations | Revision Date of Conditions and Limitations |
|-----------------------|---------------------------------|----------------------------------------------|----------------------------|---------------------------------------------|
|                       |                                 |                                              |                            |                                             |

**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 |
|----------------|----------------------------|
| R-44-II        | N/A                        |

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

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

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

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

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

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

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

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

(b) Each deferred item to determine the reason for any delay in repair, length of delay,

and the estimated date the item will be repaired.

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

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

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

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

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

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

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

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